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When Jamis was founded in the 1970s, there wasn’t a lot of science in cycling. There wasn’t even a lot of variety to the bicycles on the market. All frames were steel. So were their forks. All road bikes were 10-speeds (and we’re talking about the total number of gears here—not the number of cogs out back). Cruisers were the only other bikes available, besides a few English 3-speed city bikes and their imitators. Mountain bikes were still years off in the future.

Designing bicycles back then didn’t take any science whatsoever—there simply weren’t enough choices and options. So we built from the gut. We designed bikes to be fun. And people started to like our particular brand of fun, enough to buy into it, and we started to grow.

Today’s Jamis lineup—the bikes filling the pages you hold in your hands—involves a mind-blowing amount of hard science and serious engineering chops. Our 2012 line includes more than 100 models with frames of carbon fiber, lightweight aluminum alloy or steel (very much changed from 1970s steel, but steel nonetheless). And the variety! Lightweight road racers, robust touring bikes, hardtail and full suspension trail bikes and cross-country racers. Cruisers and town bikes and dedicated commuters. And that’s not counting some of the more esoteric bikes like fixies, touring cycles or the best kid’s bikes on the planet.

We love the science of bicycles, and we’re in it so deep we’ve devised our own carbon fiber technologies like our Near Net Molding manufacturing process. But one thing we haven’t forgotten is how all this science just helps enhance what got us into this in the first place—fun.

A good bicycle is a joy. A great ride on a bicycle is an experience to savor. And if you accumulate enough of those savory experiences, well, they can change your life. That’s why we ride, that’s why we’re so thrilled to be able to design bikes that are more fun. Because cycling is the kind of fun that’s everlasting. That’s life-changing.

In the 1930’s, a young man named George Joannou left the island of Cyprus in search of a better life. After a few months in the UK earning his steamship fare to cross the Atlantic, he immigrated to America where he was surprised to see so many bicycles with fat tires and single speeds. George set out to change that, and did so by being among the first to import and distribute famous English 3-speeds brands like Dunelt, Armstrong and Hercules.

In the 1970s, a kid named Greg Webber set out to find himself, riding his bicycle across the country. He stopped for awhile in Florida to earn a little cash as a wheelbuilder at a tiny bicycle company run by Ron Jamis, and he never left—Greg’s our VP of Product Development and oversees the design of every single Jamis bicycle. In the 1980’s, daughter Carine Joannou pledged to her father George before he passed that she would ensure his company and his legacy would carry on, would grow, would prosper. Her first steps were to secure East Coast distribution rights to some of the biggest BMX brands in the business at the time. Later in the 80’s, she acquired Jamis and the steady, stable growth of G. Joannou Cycle and Jamis Bicycles since she took the baton from her father nearly thirty years ago has been nothing short of remarkable.

So we’re keenly aware of the transformative power of the bicycle. We’ve witnessed it firsthand. We’ve lived it. Are living it. And it’s why we’re committed to so many cycling categories—this is our opportunity to reach as many souls as possible.
Transformation is exactly what’s happening in cycling today, on so many levels. Bicycle commuting is up in cities all over the country. People have been inspired to get off their couches and tackle a century ride, or take multi-day cycling trips courtesy of philanthropic fundraisers like the Leukemia and Lymphoma Society’s Team in Training and the AIDS Ride. Schoolyard bike racks are crowded again, as kids discover the mobility and fun of fixies, too-hip cruisers and city bikes. Bicycles are enjoying newfound popularity on college campuses and local bike paths.

And the bikes themselves are changing, in ways we’d never imagined. Our state-of-the-art road line, Xenith, uses super-high modulus carbon fiber so refined you would’ve had to be a defense contractor to procure some just a few years ago. And it’s available with electronically actuated shifting, something we’d never have imagined in the recent past, and it still drops our jaws as we experience shifting perfection at the push of a button. Every time.

On the mountain bike side, we’ve never had such a wealth of top-level choices. Carbon chassis hardtail cross-country conquerors like our Dakota dXC, or carbon full-suspension XC racers like the Dakar XCR. All-mountain machines like Dakar XCT. Big-wheel bikes like Dragon 29 and Dakota d29, or the full-suspension, 650b-shod Sixfifty. Not to mention long-travel hardtails like Komodo, and our better-than-ever mp4 suspension design.

And then there are our fitness bikes, purpose-built commuters and touring bikes. Our fixed gear urban rockets, Sputnik and Beatnik; and fast city haulers like Commuter and Allegro. Not to mention long-day road bikes like Endura and Ventura.

We tune and refine relentlessly. Every single platform. Every frame.

There’s a lot of science involved in bringing this huge variety of bikes to fruition, to see them through from pencil sketch to computer monitor to production reality. It takes serious work to give each of them a distinct personality that balances a focused sense of purpose with the versatility to be more than just a one-trick pony. And with the number of late nights and double espressos we burn through to make it all happen it’s easy to get caught up in the minutiae of carbon fiber lay-ups, heat-treated aluminum alloys, shifter technologies, tire compounds and gearing strategies. And while we’ll freely admit to loving this aspect of bicycle design, so much so that we’ll talk it up for hours, proudly pointing out slick technical aspects of our bikes at bike rallies, trade shows and, yes, even this catalog—we haven’t forgotten why we got so heavily into the science in the first place.

It’s all about the fun. It’s about making bicycles more accessible, more affordable and more capable. Because that’s what makes cycling one of life’s finer addictions—being able to take yourself places with a minimum of effort, powered by legs and lungs, driven by little more than the desire and the willingness to turn those pedals over.

Ultimately, we know the bicycle is simply a vehicle, a means of getting you from one place to another. But we also know there’s more to it, that a bicycle can move you to another place—spiritually, emotionally and physically. That’s the true power of the bicycle. And that’s why we’re proud to keep making our bikes better, more capable, and more fun than ever before.

This is our high water mark. There’s never been a better, more capable crop of new Jamis bicycles, with more depth and variety. And, we hope, there’s one in the lot that speaks to you, and your particular brand of fun.
Carbon fiber represents the very pinnacle of bicycle technology. It’s the stiffest, lightest, most tunable material cycling’s ever seen. It’s straightforward science, often obscured by marketing. We’d like to change that.

Just remember—a bicycle’s ride and handling aren’t determined by materials alone, any more than the quality of a bottled wine is determined solely by the grape. Process and method have as much influence as the material itself, if not more.

**CARBON, SOURCED AND DEFINED**

Carbon fiber consists of extremely thin fibers composed of carbon atoms microscopically bonded together in crystalline form, aligned parallel to the fiber’s long axis. Twist these fibers together and you have a yarn, weave that yarn and you have carbon cloth.

Fiber filaments are rated by tensile strength and modulus (stiffness). Code words are T-1000, T-700, M50, M40, or M30, but high tensile strength doesn’t necessarily denote high modulus, or vice versa. Resin binders (aka plastics) bind the fibers together and hold them in alignment, and are a critical determinant of the finished structure’s weight and strength. Too much resin and you’ll have a heavy, dead feeling frame. Too little and you risk fiber separation and failure.

Many manufacturers use carbon fiber pre-impregnated with resin. We source our carbon fiber from the most trusted names in the business—Toray, Toho and Mitsubishi—and spec resin binders from specialists in that field for optimal fiber-to-resin ratios and enhanced impact resistance.

**R&D/MANUFACTURING**

We’ve designed, built and ridden carbon fiber monocoques as well as tube-and-lug carbon frames, and our monocoques were always lighter, more durable, and simply rode better. Materials overlap in lugged frames which concentrates stress at the bonded joint. It also weighs more and contributes to a deader frame feel. Monocoques are completely unified. Stresses are distributed over a greater portion of the frame structure, making for a lighter, stiffer, stronger frame and one that rides with a snap and liveliness that’s its own reward.

A monocoque’s structural integrity relies heavily on the lay-up schedule, the master plan for the location of each and every carbon ply. We start with Finite Element Analysis (FEA) software that visualizes where structures bend or twist and simulates the distribution of stresses and displacements, this allows us to design, refine and optimize the materials and lay-up before cutting molds and burping prototypes, which are then relentlessly fatigue- and deflection-tested for every frame size. Failures get kicked back to the lay-up room for some material massaging and ply re-arrangement until they’re good to ride.

Then we suit up for the hard part of our job. The ride! We ride and record, ride more and record more. We enlist our pro riders for evaluation and comment. The beauty of carbon is its ability to be easily tuned by manual manipulation of the plies, like tensioning a drum head or guitar string for absolutely perfect ride quality — the just-right balance between stiffness and resilience, the ability to feel the road.

It’s important to remember every carbon frame is handmade. There’s a skill and artistry to accurately applying small squares, rectangles and triangles of carbon fiber according to the schedule our engineers assign. Just because it’s hidden beneath a cosmetic layer of 1K, 6K or 12K weave doesn’t mean it isn’t there, and it’s no less skillful or significant than precision welds or brazing work.

These carbon fiber swatches are laid up on a silicone mandrel, one at a time, in an interwoven and overlapping pattern. As each section is complete the silicone mandrel is removed, each section is joined to the others, and expandable air bladders are run through the frame. The frame goes in a steel mold, the mold goes in an oven, bladders are pressurized, the oven is heated to melt and disperse the resin, and then the whole thing is cooled to harden and cure.

All these steps are necessary to ensure compaction, which is where it’s at for carbon fiber structural integrity. That’s why we’ve taken monocoque molding technology to the next level with our Near Net Molding technology (featured on the 2012 Xenith SL and the Dakota dXC Team frame kit). Near Net Molding is a revolutionary process utilizing air bladders and a polystyrene pre-form core that recedes as the oven heats, assuring an interior that is “near net” in finish, without the wrinkled fiber or resin pooling common in most of today’s carbon frames. Every gram of resin has been compressed, every length of fiber has been flattened and aligned.

After hours of hand finishing, before heading on to the painters and clear coaters, EVERY frame is weighed to make sure it’s neither resin rich nor resin deficient. We also measure the stiffness of each frame in 6 critical areas as a check on lay-up production, guaranteeing every frame we produce will deliver the ride qualities we defined and demand.
There’s a whole lot more to say about what makes our carbon frames and forks better, like how most carbon frames use outer skins of purely cosmetic weaves and lower grade fibers. We use a high modulus 1K outer weave on our Xenith SL and Dakota dXC Team frames that contributes to higher strength and stiffness while reducing weight. Significantly.

Every Xenith frame also features asymmetric chainstays for absolutely efficient power transfer from pedal to wheel, with a drive side chainstay that’s 10% larger and an incredible 30% stiffer to offset drivetrain-induced flex.

Our Xenith fork features full monocoque hollow construction from dropout to steerer top, just like our frame, with a 1.5” crown and an inner-leg reinforcing rib that provides exceptional lateral stiffness for quick-but-predictable handling, with neutral cornering and hands-off-the-bar stability. There’s absolutely no flex or meandering when sprinting out of the saddle and over the front wheel, and no dive when pulling on the brakes heading into a turn.

If this is all starting to sound like the sort of hype we promised to dispel, forgive us. We know we’re on to something and we just want to share it. If you need some credible, objective insight and feedback to verify our Xenith claims, just check out the YouTube video review of the Xenith SL by cycling legend Frankie Andreu. Or better yet, head on down to your Jamis dealer for a test ride. It’s all hyper-bull until you click in and put it down. The proof is in the pedaling.
suspending reality
why mp4, mp3 and mp2 make you better

All right, we'll come right out and say it now: There is no such thing as the perfect suspension. There simply can't be, given the number of trails, the different styles of riding, the various skill levels we all possess, not to mention three possible wheel sizes. No wonder there are so many viable designs to choose from.

And that's the key word there. Viable. Because despite the variety in suspension designs, terrain and riding style, the primary goal of suspension science is pretty simple—absorb impact, negate pedal bob and neutralize brake-jack or rotor-dive while keeping tires in contact with terrain. Today's shocks are so incredibly smart, they're able to do the lion's share of determining where the motion's coming from—whether it's the legs and pedals, or the terrain. So between today's shock technology, and these simple suspension goals, there are plenty of available designs that can accomplish the task.

What separates the winners from the pack isn't design, but execution. And that suits us just fine—because when it comes to detailed execution, we're unbeatable. (Need proof? Drop by and see the roomful of editor's choice awards we've earned for our bikes—no technical trickery there, that's the power of meticulously perfect detail and execution.)

PIVOTAL MATTERS

All great engineering is based on simplicity. Find the most elemental solution possible, refine it, reduce the complexity, and you're done. And that's how our mp4 suspension has evolved.

Some of the other guys would have you believe complexity is a good thing, outfitting their designs with so many pivots and bellcranks it's a wonder the wheel can move at all. We're not convinced.

A simple design requires fewer parts, which takes less material and structure, which means less weight. And it also means fewer bearings, eliminating weight while reducing unwanted movement (every bearing has a little slop—the more bearings you have, the more slop you get).

Our mp4, mp3 and mp2 designs rely basically on a single primary pivot, located just above and behind the bottom bracket centerline. Because this single pivot takes most of the load we don't need a plethora of heavy bearings—just this and two other really, really good ones (where the seatstays connect to the bell crank and where the bell crank connects to the frame). And because everything happens at this one primary pivot, we can place it in such a way that it minimizes braking influences, reduces pedal kickback and unwanted movement due to chain tension. Nice!

The seatstay pivot improves geometry with a consistently near-vertical axle path throughout the wheel's travel, for better suspension movement over tiny stutters and big hits alike. And structurally, the bellcrank helps shore up the rear triangle against lateral movement and improves torsional rigidity so the rear wheel stays in plane—there's no wandering or fishtailing because the axle's so well controlled.

Even though our main pivot is located in the same BB location on all our mp designs, we can tune leverage rates with bell crank lengths, bell crank pivot location and shock position. Our mp2 and mp4 XC designs offer a very slight rising rate in the first 40% of travel, and then it's linear for the balance of travel. This means you don't get a sudden ramp-up as the suspension compresses—there's nearly linear response in the fat part of the travel curve, for supple action over stutters and medium hits, with a bit of ramp-up as you approach the travel limits and a nearly bottomless suspension feel that's ideal for short-travel XC designs like Dakar XCR 29ers, the XCR Race and the XC Comp & Sport. On our longer travel XCs, 650Bs and AMT, our mp4 Trail design offers a much more progressive leverage rate. This means the rear shock can be tuned more linearly (like a coil spring) and pumped to lower pressures for a smoother, more plush ride without bottoming.

THE LOW LEVERAGE ADVANTAGE

We're huge believers in low shock leverage ratios—all our mp designs have an average wheel-travel-to-shock-stroke ratio of 2.65:1. This is really important, when it comes to suspension smoothness and durability.

For one thing, you get better performance from the shock with a lower leverage ratio. There's less force being taken up by the shock, which reduces stress on the shock internals. And because you're employing more of the shock's throw for the fat part of the travel curve, the suspension action is much smoother and better controlled.

A low leverage ratio also means you don't need super high spring rates, which translates to improved shock sensitivity. External rebound and compression damping adjustments can be made in much finer increments, which wouldn't make an appreciable difference on more leveraged designs. You can make better use of the shock's tune-ability (and today's shocks are impressively tuneable).

What's more, a lower spring rate lets you employ a physically lighter coil spring, or in the case of air springs you can use less pressure, which improves shock sensitivity and vastly extends seal life.
EMBRACING ASYMMETRY
All of our dual suspension designs (with the exception of the BAM) feature asymmetric chainstays, with an elevated straight stay on the non-drive side and a dropped, curving stay on the drive side. A straight stay uses a shorter, lighter length of material, and because it’s better aligned with suspension forces we can pare even more weight from it without giving up rigidity. The drive side is dropped and curved to clear the front derailleur and chain, and it’s shored up a bit since it also has to resist drivetrain forces. It’s not the aesthetically balanced look we’re used to, but the net result is less weight, more rigidity, lots of tire clearance and smoother suspension action.

BUILT TO LAST
Lightness is good, but strength is paramount. That’s why we spec 10 mm shock hardware, oversize pivot bearings and high-grade fasteners throughout the suspension. You get greater lateral stiffness and torsional rigidity, which pays off in better handling and power delivery that more than makes up any time lost by carrying a few additional grams.

We carry that weight as low as possible, which is why we like our low shock mounting position that lowers the center of gravity for better handling. And we believe in the structural bracing power of the triangle. Having two of them in our suspension designs makes for a stronger, stiffer frame, qualities we maximize by keeping those triangles as small and tight as physical geometry allows for any given frame size (and also offers the lowest possible standover for the rider).

We’re also adding a little bit of extra weight in the form of the 135x12 mm Maxle thru-axle, which we use on our XCR 29, XCT and Sixfifty B designs because it just brings so much to the table. There’s a huge payoff here—threading the rear axle into the dropouts really ties the whole rear triangle together, boosting torsional and lateral stiffness—so you get more efficient power delivery, and handling improves markedly since the rear tire’s forced to track directly behind the frame. Suspension pivots last longer, with less binding—and you experience better control under braking, with less fishtailing. It’s a win!

CONTROL CENTER
A better rear suspension means you’ll go faster. And that places more demands on the fork. More speed translates into higher cornering forces and braking forces, which is why we’ve included a beefed up front end on almost every Jamis mountain bike, with a tapered 1-1/8” – 1.5” head tube (the BAM offers a full 1.5” head tube).

The fork transfers most of its force into the frame via the lower headset bearing, and a 1.5” lower headset is markedly stronger than the old 1-1/8” standard. A full 1.5” head tube would accomplish the same task, but that oversize top bearing is overkill—it just bulks up the front end and adds unnecessary weight, which is why we’re glad most fork makers are embracing the tapered steerer design, so we can employ this frame spec without limiting our fork options.

A stiffer front end reduces brake chatter and gives you better steering precision. Plus a more rigid control center lets you muscle your way out of ruts, blast through rock gardens, and hold your line while bombing g-outs and railing through berms.

REAL WORLD PERFORMANCE
We believe in the power of design and details, and Jamis does both right. From pivot placement, to just the right size tubing and materials, to the component package, to frame alignment, it’s the manufacturing and parts specification details, not just the suspension design, that makes or breaks the ride. And we believe nobody is better at this game than we are.

If you’re shopping for a bike, you owe it to yourself to check them ALL out. Keep your eye on the big picture—does it fit your physique, your trails and riding style? In the end, what matters most is how the bike performs, in real woods, on real trails, for you. Just be sure you try a Jamis—we think you’ll like the way it works in the real world.
Jamis Pro George Ryan ripping it up on his Dakar XCT in Sedona, AZ

Photo ©: Robert Rebholz/robertrebholzphoto.com
Start talking about full-suspension mountain bikes and the conversation naturally focuses on the suspension itself—its design, how it works, whether it's fully active under all riding conditions, you name it. It's easy to lose sight of the most important thing of all—how the bike rides and functions as a whole. And that's where we excel—we stay focused on the big picture.

That's not to say we don't obsess over our Dakar mp2, mp3 and mp4 suspension designs, because we certainly do. We've worked at perfecting them for years, and it shows. Not just in how well the suspensions work—ours are active under all conditions, including braking; and they're isolated from pedaling forces—but in how well they hold up. We match design and geometry with aggressive materials, engineering and hard science. Our bikes are built to be ridden hard, and ridden often—so we use 10 mm shock hardware, asymmetric chainstays, tapered head tubes, and cartridge pivot bearings. We focus on making our frames as light as possible, without sacrificing stiffness or durability, so they'll keep going and going long after lesser frames would've worn through their flyweight hardware.

We look at total performance, giving our XCR and XC bikes tightened geometry for taut handling, superior traction and lightness. And we shore up the critical junctions in our XCT and AMT trail bikes with features like 1-1/8" – 1.5" head tubes, gusseted and reinforced frames, and match them up with components that will go the distance.

Then we raid the technology war chest, sourcing the very best carbon fiber, developing our own proprietary fiber and resin blends, pushing our aluminum vendors and component suppliers to give you performance where it counts—on the trail, where the rubber meets the trail.

It pays off in the way our bikes ride, in the way they handle, in the way they excel in the dirt, absorbing everything from tiny stutters to big hits while keeping you isolated from harshness and in touch with what's happening at tire level. Nothing's better than a Dakar when it comes to keeping those tires firmly planted for better control and traction, and extending your endurance with better efficiency and comfort.

Full suspension offers enormous potential—with more traction, better handling, greater comfort and pedaling efficiency—and that expands your definition of rideable terrain. Ride a Jamis Dakar suspension bike, and watch your world open up with new trails, and new possibilities.
That XCR stands for cross-country race, and that’s not something we say lightly. When it comes to connecting the dots from the starting gate to the finishing chute, there’s simply nothing faster than our new Dakar XCR 29ers.

Most factory racers are built for optimal weight, some are biased toward stiffness, but we’ve done both with a big-wheel platform that’s light, stiff, and all about speed. Everything’s as strong and light as possible, from the FEA-optimized, full high-modulus carbon fiber frame on the Pro, to the triple-butted lightweight Kinesium tubing on the Race, both with tapered head tubes, asymmetrical chainstays and 12 x 135mm rear thru-axles.

Our all new fully-active, stable-under-power mp4 XC suspension design is optimized for cross-country performance, with travel narrowed down to a tautly sprung, hyper-efficient 100mm that delivers a slight rising leverage rate in the first 40% of travel and then is linear though the next 60mm of travel for a firm, responsive pedaling platform that keeps that rear tire firmly planted for pedaling efficiency and grip whether you’re forging ahead on a climb, or stretching your lead on a descent.

And it’s all laid out in our signature geometry, with weight distribution that optimizes traction and handling, with responsiveness that’s simply unreal.

These bikes are built to win from day one, all season long.

**DAKAR XCR 29 PRO**

| FRAME | Full high-modulus carbon frame, Dyad XC Ultra lay-up, 100mm travel mp4 linkage, SST tube diameters, tapered head tube, asymmetrical chainstays, Rock Shox Monarch RT3 shock & 10mm hardware |
| FORK | Rock Shox Sid RL, 29, 15mm Maxle Lite thru-axle, tapered alloy steerer, low speed compression to ‘lock’, dual air spring, react-air damping, 32mm stanchions, 100mm travel |
| WHEELS | American Classic Tubeless 29 Disc with AC130 15mm front & AC 225 12 x 135 rear hubs, AC butted spokes & alloy nipples |
| TIER | Geax Mezcal, 29 x 2.1", TNT folding |
| DRIVETRAIN | SRAM X9 mid-cage rear & X7 front derailleurs, X9 10-speed trigger shifters with MatchMaker clamp, SRAM S1400 39/26 crankset with PressFit 30 BB system, SRAM 12-36 cassette |
| BRAKESET | Avid Elixir 5 hydraulic disc brakes with 180mm front & 160mm rear HS1 rotors |
| COCKPIT | Ritchey Pro Rizer 31.8mm bar, Ritchey Pro 4-Axis 44 stem, Ritchey Pro seatpost, WTB Volt Comp saddle, Jamis Lock-On grips |

Victory Red/Carbon
Sizes: 15", 17", 19", 21"
Weight: 25.50 lbs
DAKAR XCR 29 RACE

**FRAME**  
Kinesium alloy frame, 100mm travel mp4 linkage design, tapered head tube, asymmetrical chainstays, cartridge bearing pivots, Fox Float RP2 EV shock, 10mm hardware

**FORK**  
Fox F29 RL, 15QR thru axle system, lever-actuated lockout, air spring pressure, rebound adjust, tapered alloy steerer, 100mm travel

**WHEELS**  
Mavic TN317 disc-specific/eyeletted rims, 32H, Formula sealed bearing disc hubs, DT Swiss Champion stainless steel spokes

**TIRES**  
Geax Mozzal, 29 x 2.1", folding

**DRIVETRAIN**  
Shimano SLX M663 Shadow rear & M661 front derailleur, SLX M660 Rapidfire Plus SL 10-speed shifters, Shimano SLX M660 Hollowtech II crankset, 42/32/24, Shimano 11-36 cassette

**BRAKESET**  
Avid Elixir 3 hydraulic disc brakes with 180mm front & 160mm rear HS1 rotors

**COCKPIT**  
Ritchey Comp Rizer 31.8mm bar, Ritchey Comp 4-Axis stem, Ritchey Comp 31.6mm seatpost, WTB Volt Sport saddle, Jamis Lock-On grips

Pearl White/Gloss Black  
Sizes: 15", 17", 19", 21"  
Weight: 28.50 lbs

Available as frameset
Only one year after its introduction in 2010, we modified the Dakar 650B’s suspension platform from the more linear mp3 design to a progressive mp4 design and the 2011 model was a huge success. “This thing is amazing. Really. The in-between wheel size proves to be the best of both worlds rather than a compromise between a 26er and 29er”, said the never-pull-a-punch editors of MBA. “If we could turn the mountain bike clock back to day one, there is little doubt the wheel we’d start the revolution with would be the 27.5”.

Accolades like that prove we aren’t just on to something, but that we’re the leaders in the 650b movement. The magic combination of big-wheel momentum and roll-over-everything capability, coupled with the flickability and quick acceleration of traditional 26” rolling stock, all bundled with our mp4 Trail suspension platform delivers a riding experience unlike any other. In both a 2 x 10 SRAM compact version on the Pro and 3 x 10 Shimano Dyna-Sys version on the Comp.

With increasing suspension and wheel/rubber options, plus faster acceleration and better handling than 29-inch hoops, 650b is gaining momentum, growing converts and gaining ground. We’re clearly at the tipping point, and our Dakar Sixfifty bikes are out front, leading the revolution.

**DAKAR SIXFIFTY B PRO**

- **FRAME**
  Kinesis alloy frame, 130mm travel mp4 linkage design, tapered head tube, asymmetrical chainstays, cartridge bearing pivots, Rock Shox Monarch RT3 high volume shock, 10mm hardware

- **FORK**
  White Brothers Loop TCR 650B with 15mm front axle, 32mm stanchions, tapered alloy steerer, Aura damping, external compression, rebound & threshold adjustors, magnesium lower legs, 130mm travel

- **WHEELS**
  American Classic 650B XC disc wheels, AC 15mm thru-axle front and AC225 12 x 135mm Maxle axle rear

- **TIRES**
  Kenda Nevegal, 650B x 2.35” front & 2.1” rear, folding

- **DRIVETRAIN**
  SRAM XO rear & X9 front derailleurs, SRAM XO 10-speed trigger shifters with Matchmaker clamps, SRAM XO 39/26 integrated crankset, SRAM 12-36 cassette

- **BRAKESET**
  Avid XO hydraulic disc brakes with Matchmaker clamp, 180mm front and 160mm rear rotors

- **COCKPIT**
  Ritchey Pro Rizer 31.8mm bar, Ritchey Pro 4-Axis stem, Ritchey Pro 31.6mm seatpost, WTB Volt Race saddle, Jamis Lock-On grips

**Available as frameset**

*Brushed Nickel*  
Sizes: 15", 17", 19", 21"  
Weight: 27.75 lbs
## DAKAR SIXFIFTY B COMP

| FRAME | Kinesis alloy frame, 130mm travel mp4 linkage design, tapered head tube, asymmetrical chainstays, cartridge bearing pivots, Rock Shox Monarch R high volume shock, 10mm hardware |
| FORK | X-Fusion Velvet RL 650B, X-15 axle, 32mm stanchions, tapered alloy steerer, air spring, rebound & lockout adjusters, magnesium lower legs, 130mm travel |
| WHEELS | WTB LaserDisc Trail 650B, 32H, eyeleted, with Formula 15mm thru-axle front and 12 x 135mm thru-axle rear 6-bolt disc hubs, Maxle Lite rear axle, DT Champion spokes |
| TIRES | Kenda Nevegal 650B x 2.35” front, 2.1” rear |
| DRIVETRAIN | Shimano SLX Shadow M663 rear & M661 front derailleurs, SLX M660 Rapidfire Plus SL 10-speed shifters, Shimano M552 Hollowtech crankset, 42/32/24 |
| BRAKESET | Avid Elixir 3 hydraulic disc brakes with 180mm front and 160mm rear rotors |
| COCKPIT | Ritchey Mountain Rizer 31.8mm bar, Ritchey OS stem, Ritchey 2-bolt 31.6mm seatpost, WTB Volt Sport saddle, Jamis Lock-On grips |

*Ano Black
Sizes: 15", 17", 19", 21"
Weight: 30.00 lbs
GOLD STANDARD FOR XC PERFORMANCE

Big-block performance in a lightweight package—that’s been the Dakar XCR Race’s claim to fame. And this year’s version gets upgraded to an all-new mp4 XC suspension platform that delivers a slight rising leverage rate in the first 40% of travel and then is linear though the next 60mm of travel for a firm, responsive pedaling platform, perfect for the type of riding this bike was designed for.

The asymmetric chainstays deliver unmatched lateral and torsional stiffness that lets you crush the pedals and float over the terrain as the rear tire maintains almost Velcro-like contact with terra firma for killer traction, while the rigidity of the tapered head tube and steerer up front lets you strong-arm through ruts and off-cambers with finesse and control.

The Dakar XC Comp and Sport with our tried-and-true mp2 suspension prove that entry-level doesn’t have to mean beginner grade. These offer a real multi-link chassis with asymmetric chainstays that offer all the benefits of near-vertical wheel travel, suspension that remains supple and active under power and braking, and a solidly planted rear footprint when the going gets steep and you’ve gotta throw the power down.

Full suspension opens up a whole new world of speed and possibility, and our Dakar XCR and XC series are the bikes to take you there.

DAKAR XCR RACE

| FRAME | Kinesis alloy main triangle, 7005 seat & chainstays, 100mm travel mp4 XC linkage design, tapered head tube, asymmetrical chainstays, Fox Float RP2 BV shock with 10mm hardware |
| FORK | Fox 32FRL, F.I.T. damper, air spring, external rebound adjustor, lever-actuated lockout, 32mm stanchions, tapered alloy steerer, 120mm travel |
| WHEELS | Shimano MT15 wheelset, Center lock 28H disc hubs w/ angular contact bearing cup & cone bearings |
| TIRES | Geax Mezcal 26 x 2.1" front, Mezcal 26 x 1.9" rear, folding |
| DRIVETRAIN | Shimano XT M780 Shadow rear & SLX M661 rear derailleurs, SLX M660 Rapidfire Plus SL 10-speed shifter, SLX Hollowtech II crankset, 42/32/24, Shimano 11-34 cassette |
| BRAKESET | Shimano SLX hydraulic disc brakes with 160mm front & rear Center Lock rotors |
| COCKPIT | Ritchey Comp 31.8mm Rizer bar, Ritchey Comp 4-Axis stem, Ritchey Comp 31.6mm seatpost, WTB Volt Sport saddle, Jamis Lock-On grips |

Available as frameset

Gloss Black/Pearl White
Sizes: 15", 17", 19", 21"
Weight: 27.00 lbs
DAKAR XC COMPA

**FRAME**
7005 aluminum with gusseted down tube, asymmetrical chainstays, fully-active/multi-link design with 90mm rear travel, Rock Shox Ario R air shock with rebound damping

**FORK**
Rock Shox Recon Silver TK coil, magnesium lowers, 32mm stanchions, TurnKey lockout, external rebound damping adjustor, 100mm travel

**WHEELS**
Mavic XM 119 disc-specific rims, 32H, with Shimano Deore M525 disc hubs, 14g black stainless steel spokes

**TIRES**
Geax AKA, 26 x 2.2”

**DRIVETRAIN**
SRAM X9 rear & X7 front derailleurs, SRAM X7 10-speed trigger shifters, SRAM S1000 X0 integrated crankset, 44/32/22, SRAM 11-36 cassette

**BRAKESET**
Avid Elixir 3 hydraulic disc brakes with 160mm HS1 rotors

**COCKPIT**
Jamis XC 31.8mm alloy riser handlebar, Jamis XC alloy threadless stem, Jamis Trail saddle

Palladium Silver/Pearl White
Sizes: 13”, 15”, 17”, 19”, 21”, 23”
Weight: 30.75 lbs

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DAKAR XC SPORT

**FRAME**
7005 aluminum with gusseted down tube and asymmetrical chainstays, fully-active/multi-link design with 90mm rear travel, Rockshox Bar R air shock with rebound damping

**FORK**
RST Blaze TNL, coil spring with MCU with Turn-n-Lock lock-out, external preload adjustor, 100mm travel

**WHEELS**
Alex TD-25 disc-specific rims, 32H, Formula alloy 6-bolt disc hubs, 14g black stainless steel spokes

**TIRES**
Geax AKA, 26 x 2.2”

**DRIVETRAIN**
Shimano Alivio M430 rear & M431 front derailleurs, Alivio M430 Rapidfire SL 9-speed shifters, Shimano Alivio M430 Octalink crankset, 42/32/22, Shimano 11-34 cassette

**BRAKESET**
Tektro Draco hydraulic disc brakes with 160mm rotors

**COCKPIT**
Jamis XC 31.8mm alloy riser handlebar, Jamis XC alloy threadless stem, Jamis Trail saddle

Monteavy Red/Pearl White
Sizes: 13”, 15”, 17”, 19”, 21”, 23”
Weight: 33.75 lbs
MAKING THE GRADE

“A+ with an extra gold star” was what Bike Magazine thought of our new carbon XCT platform last year. With a crazy light 1950 gram frame (17”), painted (!) and our mp4 Trail suspension platform, it’s easy to see why.

The XCT Pro is a genuine piece of rocket science, with a main triangle that’s a Dyad Ultra lay-up of M30 and T700 high and mid-modulus carbon fibers with a tapered head tube for steering precision. Out back, our mp4 Trail system offers a progressive leverage rate so the rear shock can be tuned more linearly and pumped to lower air pressures for a smoother, more plush ride without bottoming.

The XCT Race and Comp are the aluminum interpretations of our carbon fiber Pro: same incredible lateral rigidity and torsional stiffness from the 1-1/8” – 1.5” tapered head tube and asymmetric mp4 swingarms; same smooth, supple, active-in-all-conditions suspension action and laser-guided trail tracking.

Every XCT delivers 5 inches of plush, active travel for plenty of stick-to-the-trail traction and superb pedaling efficiency. Factor in the stout 135x12 mm Maxle rear and 15mm thru-axle front thru-axle and you’ve got a lightweight trail bike that tracks as well as it hooks up. And that makes for one blazing fast ride.

DAKAR XCT PRO

<table>
<thead>
<tr>
<th>FRAME</th>
<th>Full high modulus carbon frame, Dyad XC Ultra lay-up, 130mm travel mp4 Trail linkage design, SST tube diameters, tapered head tube, asymmetrical chainstays, Maxle 135 x 12 rear thru-axle, Rock Shox Monarch RT3 High Volume shock with 10mm hardware</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>Rock Shox Revelation RL, Dual Air spring with Motion Control damping, external rebound damping &amp; low-speed-to-lock adjust, 32mm stanchions, 15mm thru-axle, tapered alloy steerer, 140mm travel</td>
</tr>
<tr>
<td>WHEELS</td>
<td>American Classic All Mountain Disc wheels. AC130 15mm thru-axle front &amp; AC 225 12x135mm thru-axle rear hubs</td>
</tr>
<tr>
<td>TIRES</td>
<td>Geax Gato 2.3” front and AKA 2.2” rear, folding</td>
</tr>
<tr>
<td>DRIVETRAIN</td>
<td>SRAM X9 rear &amp; X7 front derailleurs, SRAM X9 10-speed trigger shifters with Matchmaker clamp, SRAM S1400 crankset, 39/26 with PressFit 30 BB system</td>
</tr>
<tr>
<td>BRAKESET</td>
<td>Avid Elixir 3 hydraulic disc brakes with 180mm front &amp; 160mm rear rotors</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Ritchey Pro Rizer 31.8mm bar, Ritchey Pro 4-Axis stem, Ritchey Pro seatpost, WTB Volt Race saddle, Jamis Lock-On grips</td>
</tr>
</tbody>
</table>

Palladium Silver/Carbon
Sizes: 10”, 12”, 18”, 21”
Weight: 25.25 lbs
**DAKAR XCT RACE**

<table>
<thead>
<tr>
<th>FRAME</th>
<th>Kinesium alloy frame, 130mm travel mp4 linkage design, tapered head tube, asymmetrical chainstays, cartridge bearing pivots, Fox RP2 XV shock with Boost Valve &amp; 10mm hardware</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>Fox 32 FRL w/ F.I.T damper, external rebound damping, lever actuated lockout, 32mm stanchions, 15mm thru-axle, tapered alloy steerer, 140mm travel</td>
</tr>
<tr>
<td>WHEELS</td>
<td>Sun/Ringle Ryde Comp wheelset with Demon II sealed cartridge 15mm thru axle front and 12 x 15mm thru axle rear disc hubs, Inferno 27mm 32H rims, stainless butted spokes</td>
</tr>
<tr>
<td>TIRES</td>
<td>Geax Cato 2.3” front and AKA 2.2” rear, folding</td>
</tr>
<tr>
<td>DRIVETRAIN</td>
<td>SRAM X9 rear &amp; X7 front derailleurs, SRAM X9 10-speed trigger shifters, SRAM S1000 GXP integrated crankset, 39/26, SRAM 12-36</td>
</tr>
<tr>
<td>BRAKESET</td>
<td>Avid Elixir 3 hydraulic disc brakes with 180mm front &amp; 160mm rear rotors</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Ritchey Comp Rizer bar, Ritchey Comp 4-Axis stem, Ritchey Comp seatpost, WTB Volt Race saddle, Jamis Lock-On grips</td>
</tr>
</tbody>
</table>

**DAKAR XCT COMP**

<table>
<thead>
<tr>
<th>FRAME</th>
<th>Kinesium alloy frame, 130mm travel mp4 linkage design, tapered head tube, asymmetrical chainstays, cartridge bearing pivots, Rock Shox Monarch R high volume shock with 10mm hardware</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>RST Titan-15 Air, hydraulic lock-out with external rebound damping, tapered alloy steerer, magnesium lower legs, 32mm stanchions, 140mm travel</td>
</tr>
<tr>
<td>WHEELS</td>
<td>Mavic XM319 disc-specific/eyeletted rims, 32H, Formula sealed bearing disc hubs, 15mm thru-axle front &amp; 12 x 135mm thru-axle rear disc hubs, stainless steel spokes</td>
</tr>
<tr>
<td>TIRES</td>
<td>Geax Cato 2.3” front and AKA 2.2” rear, rigid</td>
</tr>
<tr>
<td>DRIVETRAIN</td>
<td>SRAM X5 front &amp; rear derailleurs, SRAM X5 9-speed trigger shifters, SRAM X5 GXP integrated crankset, 44/32/22, SRAM 11-34 cassette</td>
</tr>
<tr>
<td>BRAKESET</td>
<td>Avid Elixir 1 hydraulic disc brakes with 180mm front &amp; 160mm rear rotors</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Ritchey Comp Rizer bar, Ritchey Comp 4-Axis stem, Ritchey Comp seatpost, WTB Volt Sport saddle, Jamis Lock-On grips</td>
</tr>
</tbody>
</table>

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Dark Chocolate/Pearl White

Sizes: 15”, 17”, 19”, 21”

Weight: 29.00 lbs

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Black Coal/Pearl White

Sizes: 15”, 17”, 19”, 21”

Weight: 30.75 lbs
REDEFINING RIDABLE TERRAIN

Where others see impossibility, you see a line. Where they see trouble, you see fun. The mountain bike park proven 8” travel BAM and new 6” travel AMT are like you, bikes that just won’t take no for an answer.

The big-hit playbook gets rewritten every year, and so does BAM. We continue to tweak the chassis re-tooled in 2010 with modified welding techniques, thicker butting, and radiused gussets so we can flow and absorb big-hit stresses throughout the frame. The pumped-up, hydroformed down tube with integrated bell crank pivot gives BAM incredible torsional rigidity. Something you’ll appreciate as you bang through rock gardens and over obstacles that would make other bikes literally squirm.

We didn’t mess around when we designed the AMT either. This is a 150mm travel rig with progressive mp4 Trail suspension that you can ride efficiently uphill and aggressively downhill. It’s an XCT on steroids. Surprisingly light (30 lbs, 17”) and amazingly competent thanks to the ribbed and boxed tubing shapes, tapered head tube, 10mm shock hardware, asymmetrical stays and thru-axles fore and aft. Topped off by a parts pick that’s pure Jamis in its attention to detail and performance.

AMT is the future of all-mountain. BAM is the future of any mountain. And the future is here now.

DAKAR AMT

| FRAME | Kinesium alloy, 150mm travel mp4 linkage design, tapered head tube, asymmetrical chainstays, cartridge bearing pivots, ISCG03 mounts, Rock Shox Monarch Plus RC3 High Volume shock, 10mm hardware |
| FORK | Rock Shox Lyrik RC Solo Air, 160mm, 20mm Maxle Lite axle, Motion Control damping, External rebound & slow speed compression, tapered steerer, magnesium lower legs |
| WHEELS | Sun/Ringle Charger Expert w/ Stan’s NoTubes technology, 28mm width, sealed cartridge bearing hubs w/ straight-pull Wheelsmith double butted spokes |
| TIRES | Geax Gato, 26 x 2.3” folding |
| DRIVETRAIN | Shimano XT M780 Shadow rear and SLX front derailleurs, SLX M660 10-speed shifters, SLX M660 Hollowtech II integrated crankset, 42/32/24 |
| BRAKESET | Hayes Prime Expert with 180mm front and 160mm rear rotors |
| COCKPIT | Syncros AM riser bar, Syncros AM stem, Syncros AM seatpost, WTB Volt Race saddle, Jamis Lock-On grips |

Available as frameset

Black Coal
Sizes: 15”, 17”, 19”, 21”
Weight: 30.00 lbs
DAKAR BAM

FRAME 7005 aluminum, 200mm travel mp3 platform, 1 1/2" head tube, 83mm BB shell, 150mm x 12mm rear Maxle, over-sized cartridge bearing pivots, FOX VAN RC shock with 10mm hardware

FORK Rock Shox Boxxer RC, Motion Control IS damping, external low-speed compression & rebound adjust, internal preload, 1 1/8" steerer, 20mm QR thru-axle, 35mm stanchions, 200mm travel

WHEELS Syncros FR DS32 rims, eyeletted 32H, Syncros FR disc hubs with 20mm thru-axle front & 150 x 12mm thru-axle rear, DT Swiss Champion spokes

TIRES GEAX Neuron 2.5" front & DHEA 2.5" rear, TNT compound

DRIVETRAIN SRAM X7 mid-cage rear derailleur, SRAM X7 9-speed trigger shifter with Matchmaker clamp, FSA GAP Mega-Exo DH crankset, 36T, with Gravity Lite chain guide

BRAKESET Avid Elixir 5 hydraulic disc brakes with 203mm rotors front & rear

COCKPIT Syncros Lo Ball direct mount stem, Syncros FR rizer bar, Syncros FR 31.6mm seatpost, Syncros AM saddle, Jamsi Lock-On grips

Available as frameset

Ano Black
Sizes: S(15"), M(17"), L(19")
Weight: 42.50 lbs
Team Jamis Pro and Israeli National Champion, Rotem Ishay at the 2011 Sea Otter Classic, Monterey, CA
Photos ©: John Segesta
Full-suspension might be hogging mountain biking’s spotlight, but hardtails are still going strong here in Jamisland. We’ve been at it for as long as there’ve been mountain bikes, and we’re still very much in the hardtail game.

There’s a magic to hardtails not everyone can appreciate. For one thing, hardtails favor the rider over the hardware—and that doesn’t sit too well with people who’d rather buy their speed than earn it with trail time and hours in the saddle. And for another, hardtails are about minimalism and finesse. Yeah, there’s a lot of tech in our hardtails, but it takes a deft touch to see and realize their potential, and while that kind of talent isn’t rare it’s not commonplace, either.

Riding a hardtail puts you in touch with the trail in a way no full-suspender can match. You are the suspension, which makes you a reactive element in the whole rider-and-bike equation. You cannot ride well, you cannot be responsive to terrain and traction, without being totally in tune with the bike, and the ground passing beneath your treads. The hardtail forces you to become one with the bike, one with the trail. You’re compelled to become a better rider and we think that’s a wonderful thing.

We do everything we can to maximize that feeling and that’s why our bikes are some of the most talked-about rigs at trailheads the world over. Nothing rails singletrack like a Jamis—we earned that reputation with decades of refinement. Our geometry’s spot on, giving you point-and-go handling, maximum climbing traction and unbeatable trail feel. And unlike some guys who use the same numbers across the board, we tweak our angles and dimensions to account for different sizes and frame materials, so you get that same signature ride and feel no matter how tall you are, or what Jamis you ride.

We have some of the most versatile hardtails on the planet. In all materials – carbon fiber, aluminum and steel. In all wheel sizes – 26”, 29” and 650B. In all riding styles – from cross-country racers like our Dakotas to the big-air launchpad we call Komodo. Every one of them tuned, tweaked, and honed to crisp-edged perfection.

And then we drive the value proposition hard, like it’s the finishing stretch at the local race and there’s nothing to lose. Hardtails give you more bang for the buck, and we give you more than the other guys, with more tech, better components, and unbeatable ride, so you’ll get more bike for your money.

And because it’s a Jamis, you’ll also have more bike to ride.
We’re big believers in 29ers for racing, thanks to their roll-over-everything, trail-taming momentum. Last year’s Dakota D29 bikes were incredible machines, a smart application of cutting-edge carbon technology with big hoops. And we upped the ante for 2012.

We broke the molds for our big-wheel Team and Pro again (!), retooling to modify our BB30 shells to take advantage of the benefits of the PressFit 30 BB system — simple installation, improved bearing-to-shell interface, greater bearing durability and the pedaling power of that 30mm spindle. Our tapered head tube significantly stiffens the control center, and that pays dividends with 29-inch rolling stock, letting you muscle out of ruts and really improving all-around control authority.

We offer a lightweight XC 2x10 drivetrain on the Team and a more versatile 3 x10 drivetrain on the Pro, both with oversized 180mm front brake rotors and 15mm front thru-axles for big-fisted stopping power and incredibly precise steering that’s a perfect matchup for those giant treads.

And we’re introducing an aluminum version (with carbon stays for soaking up the trail) that won’t soak your budget – the D29 Race. The Dakota D29 series is the new hardtail standard for high-speed racing or long, epic days on the trail.

**DAKOTA d29 TEAM**

| FRAME | Full high modulus carbon fiber, Dyad XC Ultra fiber lay-up, tapered head tube, SST tubing diameters, PressFit 30 BB shell, asymmetrically shaped chainstays |
| FORK | Rock Shox SID RLT 29er, Motion Control damping, external rebound, low-speed compression to lock with external floodgate, tapered alloy steerer, 15mm Maxle lite axle, 100mm travel |
| WHEELS | American Classic Tubeless 29 Disc with AC130 15mm front & AC 225 rear hubs, AC butted spokes & alloy nipples |
| TIRES | Geax Mezcal, 29 x 2.3”, TNT folding |
| DRIVETRAIN | SRAM XO front & rear derailleurs, XO 10-speed trigger shifters with Matchmaker clamps, SRAM XO BB30 crankset with PressFit 30 BB system, 39/26, SRAM 12-36 cassette |
| BRAKESET | Avid XO hydraulic disc brakes with 180mm front & 160mm rear rotors |
| COCKPIT | Ritchey WCS carbon flat bar, Ritchey WCS 4-Axis stem, Ritchey WCS carbon seatpost, WTB Silverado Team saddle, Jamis Lock-On grips |

Monterey Red/Carbon
Sizes: 16", 17", 19", 21"
Weight: 22.25 lbs

Available as frameset
DAKOTA d29 PRO

FRAME
Full high modulus carbon fiber, Dyad XC Ultra lay-up, tapered head tube, SST tube diameters, PressFit30 BB shell, asymmetrically shaped chainstays, stainless steel chainstay protector

FORK
Fox F29 RL, 15QR thru axle system, lever-actuated lockout, air spring pressure, rebound adjust, tapered alloy steerer, 100mm travel

WHEELS
Sun/Ringle Black Flag Comp 29" w/ Stan's NoTubes technology, 24mm width, sealed cartridge bearing hubs w/ straight-pull Wheelsmith double butted spokes

TIRES
Geax Mezcal, 29 x 2.1", folding

DRIVETRAIN
Shimano XT M780 Shadow rear and SLX front derailleurs, SLX M660 10-speed shifters, SLX M660 Hollowtech II integrated crankset, 42/32/24, with PressFit 30 BB system

BRAKESET
Avid Elixir 3 hydraulic disc brakes with 180mm front & 160mm rear HS1 rotors

COCKPIT
Ritchey Mountain Comp flat bar, Ritchey Comp 4-Axis stem, Ritchey Comp seatpost, WTB Silverado Comp saddle, Jamis Lock-On grips

DAKOTA d29 RACE

FRAME
Kinesis 7005 triple-butted aluminum main tubes, carbon fiber monostay, tapered head tube, sloping radius top tube, over-sized seat tube, PressFit30 BB shell, replaceable derailleur hanger

FORK
Rock-Shox Reba RL,29, Dual Air with Motion Control damping, external rebound & low-speed compression-to-“lock”, 32mm stanchions, tapered alloy steerer, 100mm travel

WHEELS
Sun/Ringle Black Flag Expert 29" w/ Stan’s NoTubes technology, 24mm width, cartridge bearing hubs w/ straight-pull Wheelsmith double butted spokes

TIRES
Geax Mezcal, 29 x 2.1", folding

DRIVETRAIN
Shimano XT M780 rear & SLX front derailleurs, SLX M660 10-speed shifters, SLX M660 Hollowtech II integrated crankset, 42/32/24, with PressFit 30 BB system

BRAKESET
Avid Elixir 3 hydraulic disc brakes with 180mm front & 160mm rear HS1 rotors

COCKPIT
Ritchey Mountain Comp flat bar, Ritchey Comp 4-Axis stem, Ritchey Comp seatpost, WTB Silverado Comp saddle, Jamis Lock-On grips
Exile has been a huge hit for us these past few years, as more riders discovered the benefits of 29-inch wheels, and the dialed-in feel of our tweaked-and-tuned geometry.

This year’s Exiles are going to completely blow it up thanks to a fully over-hauled and re-designed frame with tapered head tube, box-shaped/S-bend down tube, and ribbed top tube with integrated seat mast beam to support the extra long 400mm seat posts every Exile is equipped with.

The Race gets a pumped up parts pick with a 10-speed Shimano SLX drivetrain, Hollowtech II triple crankset and Rock Shox Recon Silver fork, making this a great trail bike that’s fully capable of racing too. The components spec for Comp and Sport follow the Race’s lead with full SRAM or Shimano drivetrains and Hayes disc brakes with 180mm front rotors, while dropping the price tag a bit so we can let more people have a taste of true 29-inch performance.

It takes more than giant hoops to make a great trail bike, and the Exile has got it down to a science with perfect weight distribution for railing descents, awesome climbing traction, and perfect cockpit dimensions that let you muscle your way over trail obstacles with finesse.

**EXILE RACE**

**FRAME**  Kinesis Superlight 7005 triple-butted aluminum main tubes, 1.5 - 1 1/8" tapered head tube, crown-clearing S-curved oversized down tube, low-standover sloping top tube, replaceable derailleur hanger

**FORK**  Rock Shox Recon Silver TK Solo Air 29; Motion Control damping, TurnKey lockout, tapered steerer, 100mm travel

**WHEELS**  WTB Speed Disc 29" eyeleted rims, 32H, Shimano M525 disc hubs, WTB 14g black stainless steel spokes

**TIRES**  Geax AKA, 29 x 2.2", folding

**DRIVETRAIN**  Shimano SLX M663 Shadow rear and SLX front derailleurs, SLX M660 10-speed shifters, M552 Hollowtech II integrated crankset, 42/32/24, Shimano 11-36 cassette

**BRAKESET**  Hayes Stroker Ryde Comp hydraulic disc brakes with 180mm front & 160mm rear rotors

**COCKPIT**  Ritchey Comp flat bar, Ritchey 3D OS forged stem, Ritchey 2-Bolt seatpost, Jamis XC saddle, Velo Kraton grips

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**GO BIG. GO BOLD.**

Brushed Nickel
Sizes: 15", 17", 19", 21"
Weight: 28.00 lbs
## EXILE SPORT

**FRAME**
Kinesis 7005 double-butted aluminum main tubes, 1.5 - 11/8" tapered head tube, crown-clearing S-curved oversized down tube, low-standover sloping top tube, replaceable derailleur hanger,

**FORK**
RST Blaze 29 TNL, coil spring/hydraulic cartridge with Turn-n-Lock lockout, magnesium lowers, 30mm stanchions, 100mm travel

**WHEELS**
Alex DP20 29" eyeletted rims, 32H, Formula alloy 6-bolt disc hubs, 14g black stainless steel spokes

**TIRES**
Geax AKA, 29 x 2.2"

**DRIVETRAIN**
SRAM X7 rear & X5 front derailleurs, SRAM X5 9-speed trigger shifters, SRAM S800 crankset, 44/32/22, with PowerSpline BB & SRAM 11-34 cassette

**BRAKESET**
Hayes Dyno Camp hydraulic disc brakes with 180mm front & 160mm rear rotors

**COCKPIT**
Jamis XC 31.8mm alloy riser bar, Jamis XC OS alloy stem, Jamis 31.6mm alloy micro-adjust seatpost, Jamis XC saddle

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## EXILE COMP

**FRAME**
Kinesis 7005 double-butted aluminum main tubes, 1.5 - 11/8" tapered head tube, crown-clearing S-curved oversized down tube, low-standover sloping top tube, replaceable derailleur hanger,

**FORK**
Rock Shox XC32 TK29, coil spring with external preload & rebound, TurnKey lockout, 32mm stanchions, aluminum steerer, 100mm travel

**WHEELS**
WTB SX19 29" eyeletted rims, 32H, Formula alloy 6-bolt disc hubs, 14g black stainless steel spokes

**TIRES**
Geax AKA, 29 x 2.2"

**DRIVETRAIN**
SRAM X7 rear & X5 front derailleurs, SRAM X5 9-speed trigger shifters, SRAM S800 crankset, 44/32/22, with PowerSpline BB & SRAM 11-34 cassette

**BRAKESET**
Hayes MX-5 cable-actuated disc brakes with 180mm front & 160mm rear rotors

**COCKPIT**
Jamis XC 31.8mm alloy riser bar, Jamis XC OS alloy stem, Jamis 31.6mm alloy micro-adjust seatpost, Jamis XC saddle

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Gloss Black

Scorched Earth
Sizes: 15", 17", 19", 21"
Weight: 31.00 lbs

Midnight Blue
Sizes: 15", 17", 19", 21"
Weight: 32.75 lbs
REAL STEEL, REAL CAPABLE, REAL FAST

The Jamis Dragon is one of our most storied, revered chassis. Always steel, with its incredibly resilient ride. Always fast, with our superbly tuned geometry that maximizes traction and handling. This is the rig that built our reputation in mountain biking’s early years. And it’s a legend that’s still going strong.

Best of all, it’s a legend that’s available with big hoops. Our Dragon Race and Sport 29’ers are some of the sleekest trail hardtails on the planet, and no wonder: Mate a 29er’s roll-over-everything momentum with steel’s trail-taming ride, and it’s a can’t lose proposition.

Reynolds 853 air-hardened steel gets pressed into service for our no-compromise Dragon 29 Race, with Reynolds 520 pipes getting the call for Dragon 29 Sport, which gives that same legendary Reynolds ride quality, taking trail harshness out of your backside while saving some cash for your wallet. And both are outfitted with Manitou’s Tower air sprung forks offering TPC Absolute Plus damping for maximum pedaling efficiency and Reverse Arch lowers for optimal torsional stiffness-to-weight and enhanced steering precision.

Dragons embody everything good about steel hardtails. It’s handling so good, power delivery and ride so resilient, it overshadows all other ride experience. This is mountain biking, at its purest.

DRAGON 29 RACE

| FRAME | Reynolds 853 air-hardened/heat-treated chromoly main tubes, reinforced head tube collars, gusseted down tube, double-butted cromo stays, Jamis lost wax dropouts |
| FORK  | Manitou Tower Pro, MARS air spring with TPC Absolute Plus damping, external rebound & compression-to-lock adjust, 32mm stanchions, 100 mm travel |
| WHEELS| Syncros FL 29” disc wheelset, tubeless ready |
| TIRES | Geax Saguaro 29 x 2.2", folding |
| DRIVETRAIN | SRAM X9 front & rear derailleurs, SRAM X9 10-speed trigger shifters, SRAM S1000 GXP, 39/26 |
| BRAKESET | Avid Elixir 3 hydraulic disc brakes with 185mm front & 160mm rear rotors |
| COCKPIT | Syncros AM flat bar, Syncros AM stem, Syncros AM 1-bolt 27.2mm seatpost, WTB Silverado Comp saddle, Jamis Lock-On grips |

Available as frameset

Candy Red
Sizes: 15", 17", 19", 21"
Weight: 26.50 lbs
# DRAGON 29 SPORT

<table>
<thead>
<tr>
<th>FRAME</th>
<th>Reynolds 520 chromoly main tubes and stays, reinforced head tube collars, gusseted down tube, forged dropouts</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>Manitou Tower Expert, ACT Air spring with TPC Absolute Plus damping technology, external rebound, Compression to ‘lock’ adjust, 32mm stanchions, aluminum steerer, 100mm travel</td>
</tr>
<tr>
<td>WHEELS</td>
<td>WTB Speed Disc All Mountain eyeleted rims, 32H, Shimano M475 6-bolt disc hubs, WTB 14g stainless steel spokes</td>
</tr>
<tr>
<td>TIRES</td>
<td>Geax Saguaro 29 x 2.2&quot;</td>
</tr>
<tr>
<td>DRIVETRAIN</td>
<td>SRAM X7 front &amp; rear derailleurs, SRAM X7 9-speed trigger shifters, SRAM S800 GXP integrated crankset, 44/32/22</td>
</tr>
<tr>
<td>BRAKESET</td>
<td>Avid Elixir 1 hydraulic disc brakes with 180mm front &amp; 160mm rear HS1 rotors</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Ritchey Comp flat bar, Ritchey 3D OS forged stem, Ritchey 2-Bolt seatpost, Jamis XC saddle, Jamis Lock-On grips</td>
</tr>
</tbody>
</table>

- **Color:** Gloss Black
- **Sizes:** 15", 17", 19", 21"
- **Weight:** 31.00 lbs
Ever since we burped out our first Dakar 650B proto nearly four years ago, we were torn about building a hardtail version. All of us were thrilled with the performance and fit of our carbon Dakota D29 bikes, our Reynolds steel ‘niner Dragons and our aluminum two-nine Exiles. But every time we took the Dakar B2 or B1 out for a ride, the “why not a hardtail” thought kept popping up like mushrooms in a cow paddie. We just had to experiment.

So we did. First in steel. Then in aluminum. And the plan was to make a choice. We just didn’t realize how hard that choice was going to be to make. So we didn’t. Meet Dragon 650 and Nemesis. Two perfect executions of the promise of 650B. One in Reynolds 853 for trail riding. One in triple-butted SPF alloy for racing. Is the 29” wheel size going to lose out to 650B wheels the same way 26” hoops gave way to the two-niner? It’s not really for us to say. But we can say this: If you’re committed to hardtails, whether for racing or epic trail riding, you deserve a spin on a Dragon 650 or a Nemesis. You just might find they’re the bikes you always wanted.

**DRAGON 650**

| FRAME | Reynolds 853 seamless air-hardened chromoly main tubes, reinforced head tube collars, double-butted cromo stays, Jamis lost wax dropouts |
| FORK | White Brothers Loop TCR 650B with 15mm front axle, 32mm stanchions, tapered alloy steerer, Aura damping, external compression, rebound & threshold adjustors, magnesium lower legs, 120mm travel |
| WHEELS | American Classic 650B XC disc wheels, AC 15mm thru-axle front and AC225 rear hubs |
| TIRES | Kenda Nevegal, 650B x 2.1” |
| DRIVETRAIN | Shimano SLX M663 Shadow rear and SLX front derailleurs, SLX M660 10-speed shifters, M552 Hollowtech II integrated crankset, 42/32/24, Shimano 11-36 cassette |
| BRAKESET | Avid Elixir 3 hydraulic disc brakes with 180mm front & 160mm rear rotors |
| COCKPIT | Syncros AM 31.8mm Rizer Bar, Syncros AM stem, Syncros AM 27.2mm seatpost, WTB Silverado Comp saddle, Jamis Lock-On grips |

**SHAMROCK**

Sizes: 13”, 15”, 17”, 19”, 21”

Weight: 26.50 lbs
### NEMESIS 650

<table>
<thead>
<tr>
<th>FRAME</th>
<th>Kinesis 7005 triple-butted SuperPlastic Formed (SPF) tubing, PressFit30 bottom bracket shell, 15-11/8” tapered head tube, over-sized seat tube, sloping top tube, crown-clearing down tube, over-sized stays, replaceable derailleur hanger</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>X-Fusion Velvet RL 650B, 32mm stanchions, tapered alloy steerer, air spring, rebound &amp; lockout adjusters, magnesium lower legs, 100mm travel</td>
</tr>
<tr>
<td>WHEELS</td>
<td>Alex XD Lite 650B doublewall eyletted 32H disc rims w/ Formula Hi-Lo flange sealed bearing 6-bolt disc hubs, 14g stainless steel spokes</td>
</tr>
<tr>
<td>TIRES</td>
<td>Kenda Nevegal, 650B x 2.1&quot;</td>
</tr>
<tr>
<td>DRIVETRAIN</td>
<td>SRAM X7 rear &amp; X5 front derailleurs, SRAM X7 10-speed trigger shifters with Matchmaker clamp, SRAM SX000 BB30 crankset, 39/26 w/ PressFit 30 BB system, SRAM 11-36 cassette</td>
</tr>
<tr>
<td>BRAKESET</td>
<td>Avid Elixir 3 hydraulic disc brakes with 160mm H51 rotors</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Ritchey Mountain 31.8mm Rizer bar, Ritchey DS forged stem, Ritchey 2-Bolt 31.6mm seatpost, Jamis XC saddle</td>
</tr>
</tbody>
</table>

Available as frameset

Agent Orange
Sizes: 18", 19", 20", 21"
Weight: 27.00 lbs
HIGH SPEED. HIS & HER’S

If our Dakota dXC Team and dXC Pro carbon fiber frame kits are world class, Dakota dXC Race is what we’d call national caliber. Take the incredibly dialed, steer-by-wire geometry of the Team & Pro kits, execute them in Kinesis SuperLight KSL tubing with carbon fiber rear seastays, and what you get is an amazingly light, fast, tough competitor for the cross-country circuit.

Aluminum doesn’t rely on expensive molding, which means we’re able to easily tweak the geometry of this race-winning frame for the Dakota dXC Race Femme, which mates woman-specific geometry (built around proportionally longer legs and shorter torso) with size-specific crank and stem lengths, and a saddle better suited for a woman’s physique. The end result is a pair of His and Hers supersleek, seriously quick cross-country trailburners.

This is a bike that’s as sure-footed as it is swift. And while it’s very capable, it’s easy to set up—the Rock Shox Recon Silver TK Solo Air fork lets you fill both positive and negative chambers with a single valve, for easy setup and a plush ride that enhances control without pedal-bob, thanks to its MotionControl damping.

When speed matters, blow it up on a Dakota dXC Race.

DAKOTA dXC RACE

| FRAME | Kinesis Superlight 7005 triple-butted aluminum main tubes, carbon fiber monostay, sloping radius top tube, over-sized seat tube, gusseted down tube |
| FORK | Rock Shox Recon Silver TK Solo Air, Motion Control damping with external adjust rebound & lockout, 32mm stanchions, 100mm travel |
| WHEELS | Mavic XM117 disc-specific/eyeletted rims, 32H, Shimano Deore M595 Center Lock disc hubs, WTB 14g stainless steel spokes |
| TIRES | Geax AKA, 26 x 2.0” |
| DRIVETRAIN | Shimano Deore SLX Shadow rear & SLX front derailleurs, SLX Rapidfire Plus SL 10-speed shifters, Shimano M552 integrated crankset, 24/32/42T |
| BRAKESET | Shimano M445 hydraulic disc brakes with 160mm rotors |
| COCKPIT | Ritchey Mountain OS flat bar, Ritchey Comp 4-Axis stem, Ritchey 2-bolt 31.6mm seatpost, Jamis XC saddle |

Gloss Black, Primer Gray
Sizes: 16”, 17”, 19”, 21”
Weight: 26.00 lbs
## DAKOTA dXC RACE

<table>
<thead>
<tr>
<th>FRAME</th>
<th>Kinesis Superlight 7005 triple-butted aluminum main tubes, carbon fiber monostay, sloping radius top tube, over-sized seat tube, gusseted down tube, Femme geometry</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>Rock Shox Recon Silver TK Solo Air, Motion Control damping with external adjust rebound &amp; remote lockout, 32mm stanchions, 100mm travel</td>
</tr>
<tr>
<td>WHEELS</td>
<td>Mavic XM117 disc-specific/eyeletted rims, 32H, Shimano Deore M595 Center Lock disc hubs, WTB 14g stainless steel spokes</td>
</tr>
<tr>
<td>TIRES</td>
<td>Geax AKA, 26 x 2.0”</td>
</tr>
<tr>
<td>DRIVETRAIN</td>
<td>Shimano Deore SLX Shadow rear &amp; SLX front derailleur, SLX Rapidfire Plus SL 10-speed shift levers, Shimano M552 integrated crankset, 24/32/42T</td>
</tr>
<tr>
<td>BRAKESET</td>
<td>Shimano M445 hydraulic disc brakes with 160mm rotors</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Ritchey Mountain OS flat bar, Ritchey Comp 4-Axis stem, Ritchey 2-bolt 31.6mm seatpost, Jamis XC Femme saddle</td>
</tr>
</tbody>
</table>

Gloss Black/Pearl White

Sizes: 14", 16"

Weight: 26.00 lbs
FULL RANGE, FULL-TILT PERFORMANCE

Durango may be our most versatile, do-it-all mountain bike series, with a range of component spec and pricing that’s a good match for most anyone from casual trail riders to die-hard dirt junkies.

We don’t skimp on Durango’s frame—it’s an amazing platform, with a radiused, sloping top tube that gives plenty of standover clearance and gobs of fork crown/front tire room with its snaking S-bend down tube. We keep the S-bend theme going with the seatstays, for maximum heel and mud clearance that doesn’t compromise rear end stiffness—essential for confident handling and climbing traction.

This is a chassis that emphasizes high performance over no-compromises racing speed, so the riding position isn’t quite so extreme, the handling’s quick and sure without being overly darty—so it’s a more relaxing ride. But make no mistake, if you want to throw down the Durango’s more than able to keep up, with incredibly easy shifting and powerful disc brakes.

So whether you’re in the mood to just go for a ride, or you’re ready to take your pals for a ride, Durango’s got you covered. In spades.

DURANGO RACE

| FRAME | 7005 triple-butted aluminum main tubes, over-sized seat tube, sloping radius top tube, S-bend down tube, zero-stack head tube, over-sized stays, replaceable derailleur hanger |
| FORK  | Rock Shox XC32 TK, coil spring with external preload & rebound, TurnKey lockout, 32mm stanchions, aluminum steerer, 100mm travel |
| WHEELS | Alex DP17 double-wall/eyeleted disc-specific rims, 32H, Shimano M475 6-bolt disc hubs, 14g black stainless steel spokes |
| TIRES | Geax Barro Mountain, 26 x 2.1" |
| DRIVETRAIN | SRAM X5 front & rear derailleurs, X5 10-speed trigger shifters, SRAM X5 GXP integrated crankset, 44/32/22, SRAM 11-36 cassette |
| BRAKESET | Hayes Dyno Comp hydraulic disc brakes with 160mm rotors |
| COCKPIT | Jamis XC 31.8mm alloy riser bar, Jamis XC OS alloy stem, Jamis 31.6mm alloy micro-adjust seatpost, Jamis Trail saddle |
**DURANGO COMP**

**FRAME**
7005 triple-butted aluminum main tubes, over-sized seat tube, sloping radius top tube, box-section down tube at BB, zero-stack head tube, over-sized stays

**FORK**
RST Omega TnL, magnesium sliders, MCU/coil spring with Turn-n-Lock lockout, 30mm stanchions, 100mm travel

**WHEELS**
Alex DP17 double-wall/eyelotted disc-specific rims, 32H, Formula Hi-Lo flange alloy 6-bolt disc hubs, 14g black stainless steel spokes

**TIRES**
Geax Barro Mountain, 26 x 2.1"

**DRIVETRAIN**
Shimano Deore Shadow M592 rear & Alivio M410 front derailleur, Alivio M410 Rapidfire Plus SL shifters, 27-speed, Shimano M400 Octalink crankset, 44/32/22, Shimano 11-34 cassette

**BRAKESET**
Tektro Draco hydraulic disc brakes with 160mm rotors

**COCKPIT**
Jamis XC 31.8mm alloy riser handlebar, Jamis XC alloy threadless stem, Jamis 31.6mm alloy micro-adjust seatpost, Jamis Trail saddle

**DURANGO SPORT**

**FRAME**
7005 triple-butted aluminum main tubes, over-sized seat tube, sloping radius top tube, box-section down tube at BB, zero-stack head tube, over-sized stays

**FORK**
RST Blaze TnL, coil spring with MCU and Turn-n-Lock lockout, external preload adjustor, 100mm travel

**WHEELS**
Alex TD25 disc-specific rims, Formula alloy disc hubs, 14g black stainless steel spokes

**TIRES**
Geax Barro Mountain, 26 x 2.1"

**DRIVETRAIN**
Shimano Acera M390 front & rear derailleur, Acera M390 Rapidfire Plus SL shifters, 27-speed, Shimano M391 crankset, 44/32/22, Shimano 11-34 cassette

**BRAKESET**
Hayes MX-5 cable-actuated disc brakes with 160mm rotors, Tektro ML-330 levers

**COCKPIT**
Jamis XC 31.8mm alloy riser handlebar, Jamis XC alloy threadless stem, Jamis 31.6mm alloy micro-adjust seatpost, Jamis Trail saddle

**DURANGO SPORT**

**FRAME**
7005 triple-butted aluminum main tubes, over-sized seat tube, sloping radius top tube, box-section down tube at BB, zero-stack head tube, over-sized stays

**FORK**
RST Blaze TnL, coil spring with MCU and Turn-n-Lock lockout, external preload adjustor, 100mm travel

**WHEELS**
Alex TD25 disc-specific rims, Formula alloy disc hubs, 14g black stainless steel spokes

**TIRES**
Geax Barro Mountain, 26 x 2.1"

**DRIVETRAIN**
Shimano Acera M390 front & rear derailleur, Acera M390 Rapidfire Plus SL shifters, 27-speed, Shimano M391 crankset, 44/32/22, Shimano 11-34 cassette

**BRAKESET**
Hayes MX-5 cable-actuated disc brakes with 160mm rotors, Tektro ML-330 levers

**COCKPIT**
Jamis XC 31.8mm alloy riser handlebar, Jamis XC alloy threadless stem, Jamis 31.6mm alloy micro-adjust seatpost, Jamis Trail Femme saddle
GO THE DISTANCE

Our Trail X series is proof positive that trickle-down technology is a good thing. Just a few years ago, the Enduro III frame would’ve been state of the art with its oversize, ovalized, tapered 6061 aluminum tubing, radically sloping top tube and trussed seat tube. In fact, it bears more than a passing resemblance to our Dakota dXC bike, with a frame that’s lightweight and strong, backed by proven geometry and killer parts spec. We’ve even upgraded it for 2012 with a 34.9mm seat tube and 31.6mm seat post for a firmer, more efficient pedaling platform.

The Trail X offers a slightly more upright riding position than our other mountain bikes to help relieve strain on neck and back, and give you a taller perch for see-over-traffic perspective on city forays. And the handling’s tweaked for a bit more stability, which helps you thread your way through the trail with confidence.

Think of our Trail series as cycling’s version of a Land Rover—refined, almost luxuriously comfortable, yet capable of taking to the trails any time the mood strikes. And if that sounds like you, well, the trail is waiting.

TRAIL X3

<table>
<thead>
<tr>
<th>FRAME</th>
<th>Enduro III frame design, 6061 aluminum main tubes, radiused top tube, 34.9mm over-sized seat tube, extended seat mast with brace, replaceable derailleur hanger</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>RST Blaze TNL, coil spring with MCU and Turn-n-Lock lock-out, external preload adjustor, 100mm travel</td>
</tr>
<tr>
<td>WHEELS</td>
<td>Alex TD-25 disc-specific rims, 32H, Formula alloy 6-bolt disc hubs with QR, black stainless steel spokes</td>
</tr>
<tr>
<td>TIRES</td>
<td>CST XC knobbie, 26” x 1.95”</td>
</tr>
<tr>
<td>DRIVETRAIN</td>
<td>Shimano Acera M360 rear &amp; Acera M310 front derailleur, Acera ST-EF51 EZ-Fire Plus shiftlevers, 24-speed, Shimano M361 forged alloy crankset, 42/32/22, Shimano 11-32 cassette</td>
</tr>
<tr>
<td>BRAKESET</td>
<td>Tektro mechanical disc brakes with 160mm rotors, Shimano ST-EF51 alloy levers</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Jamis XC riser handlebar, Jamis XC alloy threadless stem, Jamis alloy micro-adjust seatpost, Jamis ATB with SL cover, Velo Kraton grips</td>
</tr>
</tbody>
</table>

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TRAIL X2

FRAME
Enduro III frame design, 6061 aluminum main tubes, radiused top tube, 34.9mm over-sized seat tube, extended seat mast with brace, replaceable derailleur hanger

FORK
RST 191-T, alloy crown, MCU/coil spring with external preload adjustor, 80mm travel

WHEELS
Alex TD-25 double-wall rims, 32H, alloy 6-bolt disc hubs with QR, 14g black electro-plated spokes

TIRES
CST XC knobbie, 26” x 1.95”

DRIVETRAIN
Shimano Acera & TX51 front derailleurs, Acera ST-EF51 EZ-Fire Plus shift levers, 21-speed, SR/Suntour/XC alloy crankset, 42/34/24, Shimano 14-34 freehub

BRAKESET
Tektro mechanical disc brakes with 6” rotors, Shimano ST-EF51 alloy levers

COCKPIT
Jamis XC riser handlebar, Jamis XC alloy threadless stem, Jamis 31.6mm alloy micro-adjust seatpost, Jamis ATB saddle with SL cover, Velo Kraton grips

TRAIL X1

FRAME
Enduro II frame design, sloping-radiused top tube design, 34.9mm oversized seat tube, 6061 aluminum, replaceable derailleur hanger

FORK
RST 191-T, alloy crown, MCU/coil spring with external preload adjustor, 80mm travel

WHEELS
Alex C1000 alloy rims, 36H, heavy-duty ATB hubs with QR, black electro-plated spokes

TIRES
CST XC knobbie, 26” x 1.95”

DRIVETRAIN
Shimano TX55 rear & TX51 front derailleurs, Acera ST-EF51 EZ-Fire Plus shift levers, 21-speed, forged alloy crankset, 42/34/24, Shimano 14-34 freehub

BRAKESET
Alloy linear pull type with Shimano ST-EF51 alloy levers

COCKPIT
Jamis XC riser handlebar, Jamis XC alloy threadless stem, Jamis 31.6mm alloy micro-adjust seatpost, Jamis ATB saddle with SL cover, Velo Kraton grips

TRAIL XR

FRAME
Enduro II frame design, sloping-radiused top tube design, hi-tensile steel, replaceable derailleur hanger

FORK
Uncrowned, hi-tensile steel, with over-sized radiused blades

WHEELS
Alloy 26 x 1.50” rims, 36H, heavy-duty ATB hubs with QR, black electro-plated spokes

TIRES
CST XC knobbie, 26” x 1.95”

DRIVETRAIN
SRAM 3.0 rear derailleur/Shimano TZ31 front derailleur, SRAM 3.0 twist shifters, 21-speed, forged alloy crankset, 42/34/24, 11-28 freewheel

BRAKESET
Alloy linear pull type with full alloy levers

COCKPIT
Jamis XC riser handlebar, Jamis XC hi-rise stem, Jamis alloy micro-adjust seatpost, Jamis ATB saddle with SL cover, Velo Kraton grips
If you thrive on connection to the trail, if you live for big air and the flow of a screaming descent, if you want the elemental experience of just you and the bike—Komodo will take you there, without the added weight and complexity of dual suspension.

It takes a special rider to appreciate what Komodo has to offer—its incredibly burly Kinesis 7005 aluminum alloy frameset is double-gusseted for strength, with a whopping 57 mm down tube that’s ovalized to a hefty 72 mm at the 1.5” head tube for supreme front-end stiffness. This is a gravity-inspired frame, with slacker head and seat tube angles for high-speed handling and the strength and stability to handle big landings.

But this is more than a downhiller’s specialty bike—the impressively short 410 mm chainstays tuck that rear wheel in tight, for corner-on-rails handling and climbing traction to rival our top-tier cross-country bikes.

Komodo isn’t for everyone. It’s a special rider who has the finesse and confidence to tackle big air on a hardtail. And Komodo is that kind of bike.

**KOMODO**

| FRAME | 7005 triple gauge aluminum main tubes, 1.5” head tube, gusseted main frame, heavy-duty stays, rifled top tube |
| ------------- |:-------------:
| FORK | RST DIRT RA, external preload adjustor, coil/MCU spring with hydraulic damping, magnesium lowers, 32mm steel stanchions, 130mm travel |
| WHEELS | Alex TD25 disc-specific rims, Formula 6-bolt disc hubs, black stainless steel spokes |
| TIRES | Geax Gato, 26 x 2.3” |
| DRIVETRAIN | SRAM SX-4 rear & Shimano Acera front derailleurs, SRAM SX-4 Uni-trigger shiftlevers, FSA AlphaDrive crankset, 22/32 with alloy bash guard & chromoly pedal inserts, Shimano 11-32 cassette |
| BRAKESET | Hayes MX-5 cable-actuated disc brakes with 160mm rotors and Tektro ML-330 levers |
| COCKPIT | Jamis DJ alloy riser handlebar, Jamis DJ 4-bolt alloy threadless stem, Jamis 31.6mm alloy micro-adjust seatpost, WTB Speed V Sport SE saddle |

**Pearl White**

Sizes: S (14”), M (16.5”), L (18.5”)

Weight: 33.00 lbs
Orange

Sizes: S (14"), M (16.5"), L (18.5"

Weight: 33.00 lbs
Let’s face it—the only reason to clip into one of these babies is the thrill of speed. It’s the joy of the chase, and it doesn’t matter whether it’s an official event with a Tyvek number pinned to your jersey, or you’re just out to pull your buddies’ legs off on another Saturday morning slugfest. Losing hurts. We play for keeps.

Road bikes are so refined, so purpose-focused and so intrinsically perfect, the only edge to be gained is going to be tiny and incremental. But we’re obsessively good at details—we weigh and flex-test every single carbon frame, we developed and deploy our Size Specific Tubing concept to maximize the performance of every frame size (and in every material), we aren’t afraid to revisit lay-up schedules and stretch every available technology—and if you add up enough of those small improvements, you suddenly have an advantage.

And that’s what a Jamis competition road bike is: A two-wheeled advantage, relentlessly refined to realize your full performance potential.

We pride ourselves on our pro-level bikes—our pros at Jamis-Sutter Home and Colavita-Forno D’Asolo routinely tell us how friends on rival teams lust for their bikes, and we love knowing our racers are on bikes they want to ride, not machines they’re simply paid to ride—and we take that same meticulous attention to detail with every one of our competition road machines.

We maximize your potential with physiologically perfect positioning geometry, for maximum power with long-mileage comfort. And we make the most of what your legs can throw down, with hyper-tuned chainstays that provide brutally efficient power transfer from crank to cassette, with an asymmetric design that shores up the drive-side for efficiency, and slims the left chainstay for weight.

We tune every dimension for optimal weight distribution, so you can sprint without tire-skip, descend with confidence and shred every corner at the local crit. And we tweak every bend, obsess over wall thicknesses and carbon lay-up schedules so you’ll have a bike that’s laterally rigid and torsionally stiff, so you can sprint with 100% commitment, throw yourself into corners with confidence, push those tires to their frictional limits and still enjoy smoothly forgiving ride quality.

The result is a bike without peer, without compromise. And without excuses. We pull out the stops, we push the limits of engineering possibility and production reality. We keep the pressure on, all the time. Because that’s what it takes to stay out front.
Team Jamis / Sutter Home rider Luis Amaran at the Tour of California. Photos © Jonathan Devich
We take the term "pro-level" very seriously. This isn’t just a marketing term for us. We take pro-level to mean it’s what pros demand and deserve.

Xenith SL is the definition of pro-level. And we prove it, under the legs of the Jamis/Sutter Home men’s squad and Colavita/Forno D’Asolo women’s team, two teams at the top of USA Cycling’s 2011 NRC calendar week after week. For 2012, we modified every Xenith mold to be compatible with FSA’s new PF30 BB system, offering all the advantages of the original BB30 system – lighter, stiffer, stronger – with press-in cups that makes later bearing replacement a cinch. Our advanced NearNet molding process, unique to the SL, is still the benchmark for the ultimate in compaction, yielding incredible stiffness, precise road feel and amazing power transfer that extends from fork tips to rear dropouts. Stand on the Shimano Dura-Ace crank and the SL responds. Right now.

Xenith Team takes the SL’s pro proven geometry into the electronic future, with Shimano’s Di2 Electronic Dura-Ace, possibly the best shifting groupset ever made.

These are no-excuses racing machines with perfectly dialed geometry, for aggressive handling and bio-optimized fit. Add stellar response on climbs and slingshot acceleration out of corners, they’ve got it all.

**XENITH SL**

<table>
<thead>
<tr>
<th>FRAME</th>
<th>Ultra-high modulus carbon fiber with impact resistant resin binder, Near Net molded, Omniad fiber lay-up, asymmetrical chainstays, SST tubing diameters</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>SL ultra-high modulus carbon fiber with impact resistant resin binder, Near Net molded, with tapered steerer &amp; 1.5” hollow crown, carbon dropouts</td>
</tr>
<tr>
<td>WHEELS</td>
<td>Shimano Dura-Ace C35 tubular wheelset, 16/20H, 35mm aero full carbon rims, Dura-Ace front &amp; rear hubset, bladed spokes</td>
</tr>
<tr>
<td>TIRES</td>
<td>Vittoria Corsa Evo CX, 700 x 21c, tubular</td>
</tr>
<tr>
<td>DRIVETRAIN</td>
<td>Shimano Dura-Ace derailleur front &amp; rear, Dura-Ace STI levers, Dura-Ace 53/39 crankset with FSA PressFit30 ceramic bearings</td>
</tr>
<tr>
<td>BRAKESET</td>
<td>Shimano Dura-Ace SLR dual pivot calipers with cartridge pads &amp; Dura-Ace STI carbon brake levers</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Ritchey SuperLogic II carbon fiber handlebars, WCS C-260 stem &amp; SuperLogic carbon fiber seatpost, Selle San Marco Aspide Racing Team saddle</td>
</tr>
</tbody>
</table>

**PRO PERFORMERS**

Natural Carbon
Sizes: 48, 51, 54, 56, 58, 61cm
Weight: 13.75 lbs

Available as frameset
XENITH TEAM Di2

FRAME
High modulus carbon fiber, Dyad Elite fiber lay-up, tri-ovalized top and down tubes, tapered head tube, PF30 BB shell, asymmetrical chainstays, SST tubing diameters

FORK
Team high modulus carbon fiber, full 1-pc monocoque with tapered steerer & 1.5” hollow crown, carbon dropouts

WHEELS
American Classic 420 Aero wheelset, 34mm aero rims, 18/24H, stainless steel bearing hubs, bladed stainless spokes

TIRES
Vittoria Diamante Pro, 700 x 23c, folding

DRIVETRAIN
Shimano Dura Ace Di2 electronic derailleurs & shifters, Shimano Ultegra 6700 crankset, 53/39, with PF30 bearings, Shimano Ultegra 11-25 cassette

BRAKES
Shimano Ultegra BR-6700 Super SLR calipers with Dura Ace 7920 carbon levers

COCKPIT
Ritchey WCS Logic II handlebars, Ritchey WCS 4-Axis stem, Ritchey Pro 31.6mm carbon fiber seatpost, Selle San Marco Concor saddle

Available as frameset (non-Di2)

Pearl White/Natural Carbon
Sizes: 48, 51, 54, 56, 58, 61cm
Weight: 15.00 lbs
Xenith Elite and Xenith Elite Femme were the new additions to our all-conquering Xenith family in 2011 and the response from riders was smashing. It’s no surprise why.

With the same incredibly dialed geometry as the Xenith SL and Xenith Team, the same high modulus carbon fiber and Dyad Elite fiber lay-up as the Team, the Elite delivers crushingly dominant pedal efficiency for squirt-outta-corners acceleration and rocketlike ascents, without the price tag of the top-tiered SL and Team, and only a few ounces more heft.

SRAM’s Red drivetrain and brakes, American Classic’s slick 420 Aero 3 wheels on Vittoria Rubino Pro Slicks and a Ritchey Pro cockpit mean we didn’t skimp on the parts that matter—this is a bike that will more than hold its own, whether your beat is the local crit, district championships, or the weekend club ride (which, let’s face it—is just a race without numbers pinned to your jersey).

Make this the year you finally get serious about speed. Train hard. Ride often. Give it your best shot. And give yourself the advantage of a Xenith Elite, the elite-level race bike for the serious club racer’s budget.

**XENITH ELITE**

| FRAME | High modulus carbon fiber, Dyad Elite fiber lay-up, tri-ovalized top and down tubes, tapered head tube, PF30 BB shell, asymmetrical chainstays, SST tubing diameters |
| FORK | Team high modulus carbon fiber, full 1-pc monocoque with tapered steerer & 1.5” hollow crown, carbon dropouts |
| WHEELS | American Classic 420 Aero wheelset, 34mm aero rims, 18/24H, stainless steel bearing hubs, bladed stainless spokes |
| TIRES | Vittoria Rubino Pro Slick, 700 x 23c, folding |
| DRIVETRAIN | SRAM Red rear & Force front derailleurs, SRAM Red Double-Tap levers, Red PF30 crankset with ceramic bearings, 53/39, SRAM 11-26 cassette |
| BRAKESET | SRAM Red calipers with Swiss Stop pads & SRAM Red levers |
| COCKPIT | Ritchey Pro Logic II handlebars, Ritchey Pro 4-Axis stem, Ritchey Pro 31.6mm carbon fiber seatpost, Selle San Marco Aspide saddle |

Pearl White/Natural Carbon
Sizes: 48, 51, 56, 58, 61cm
Weight: 15.25 lbs
| **FRAME** | High modulus carbon fiber, Dyad Elite fiber lay-up, Femme geometry, tri-ovalized top and down tubes, tapered head tube, PF30 BB shell, asymmetrical chainstays, SST tubing diameters |
| **FORK** | Team high modulus carbon fiber, full 1-pc monocoque with tapered steerer & 1.5” hollow crown, carbon dropouts |
| **WHEELS** | American Classic 420 Aero wheelset, 34mm aero rims, 18/24H, stainless steel bearing hubs, bladed stainless spokes |
| **TIRES** | Vittoria Rubino Pro Slick, 700 x 23c, folding |
| **DRIVETRAIN** | SRAM Red rear & Force front derailleurs, SRAM Red Double-Tap levers, Red PF30 crankset with ceramic bearings, 53/39, SRAM 11-26 cassette |
| **BRAKESET** | SRAM Red calipers with Swiss Stop pads & SRAM Red levers |
| **COCKPIT** | Ritchey Pro Logic II handlebars, Ritchey Pro 4-Axis stem, Ritchey Pro 31.6mm carbon fiber seatpost, Selle San Marco Aspide Glamour Arrowhead saddle |

**XENITH ELITE**

**Femme**

**Pearl White/Natural Carbon**

Sizes: 44, 48, 51, 54cm

Weight: 15.00 lbs
LOOKS LIKE A PRO, RIDES LIKE A PRO

Xenith Pro, Race and Race Femme frames come out of the same molds as our Xenith SL, Team and Elite series bikes. So you know you’re getting superbly tuned cornering geometry and Euro-style fit geometry.

High modulus Dyad Ultra carbon fiber combined with tri-oval shaped top and down tubes—with our Size Specific Tubing diameters—means you get incredible ride and amazing out-of-the-saddle sprinting and climbing performance, no matter what size frame you ride. Factor in details like asymmetrical chainstays, forged one-piece dropouts (with replaceable derailleur hanger), and a full carbon hollow crown fork with stainless axle interfaces and carbon dropouts, and you’ll see these are bikes that can cut corners with the best handlers around—but don’t shortcut any of the details that matter.

Add Shimano’s new electronic-shifting Ultegra Di2 to the Pro and standard cable-shifted Ultegra to the Race and you’ve got a trio of thinly disguised pro bikes, top-level frames wearing club racer kit. They’re more than capable for now, and very very upgradeable to any level up as you cat up, so they won’t hold you back—they’ll just move you up.

XENITH PRO Di2

| FRAME | High modulus carbon fiber, Dyad Ultra fiber lay-up, tri-ovalized top and down tubes, tapered head tube, asymmetrical chainstays, SST tubing diameters |
| FORK | Comp full carbon composite, full 1-pc monocoque with tapered steerer & 1.5” hollow crown, carbon dropouts |
| WHEELS | Shimano RS10 wheelset, 16/20H, 24mm rim profile with asymmetric rear rim, RS10 forged aluminum loose ball hubs and bladed straight-pull butted spokes |
| TIRES | Vittoria Rubino Pro Slick, 700 x 23c, folding |
| DRIVETRAIN | Shimano Ultegra Di2 electronic rear & braze-on front, Ultegra Di2 electronic shifters, Ultegra FC-6750 50/34 crankset with FSA PressFit 30 bearings, Shimano 11-25 cassette |
| BRAKESET | Shimano BR561 Super SLR dual pivot calipers with cartridge pads & Ultegra STI carbon brake levers |
| COCKPIT | Ritchey Pro Logic II handlebars, Ritchey Pro 4-Axis stem, Ritchey Pro 31.6mm carbon fiber seatpost, Selle San Marco Concor saddle |

Available as frameset (non-Di2)

Palladium Silver/Natural Carbon
Sizes: 48, 51, 54, 56, 58, 61cm
Weight: 16.50 lbs
### XENITH RACE

| FRAME | High modulus carbon fiber; Dyad Ultra fiber lay-up, tri-ovalized top and down tubes, tapered head tube, PF30 BB shell, asymmetrical chainstays, SST tubing diameters |
| FORK | Comp full carbon composite, full 1-pc monocoque with tapered steerer & 1.5” hollow crown, carbon dropouts |
| WHEELS | Mavic Aksium Race wheelset, 20H front and rear, QRM bearing hubs with FTS-L freehub, H2 spoke holes, straight pull stainless spokes, |
| TIRES | Vittoria Zaffiro Pro slick, 700 x 23c, folding |
| DRIVETRAIN | Shimano Ultegra 6700 derailleur, Ultegra 6700 STI levers, Shimano 105 Compact crankset, 50/34, with PF30 bearings, Ultegra 6700 11-25 cassette |
| BRAKESET | Tektro R540 dual-pivot calipers with Swiss Stop pads and Shimano Ultegra 6700 STI levers |
| COCKPIT | Ritchey Comp Logic II handlebars, Ritchey Logic Comp 4-Axis stem, Jamis carbon fiber 31.6mm seat post and Selle San Marco Porza Power Arrowhead saddle |

### XENITH RACE

| FRAME | High modulus carbon fiber, Dyad Ultra fiber lay-up, tri-ovalized top and down tubes, tapered head tube, PF30 BB shell, asymmetrical chainstays, SST tubing diameters |
| FORK | Comp full carbon composite, full 1-pc monocoque with tapered steerer & 1.5” hollow crown, carbon dropouts |
| WHEELS | Mavic Aksium Race wheelset, 20H front and rear, QRM bearing hubs with FTS-L freehub, H2 spoke holes, straight pull stainless spokes, |
| TIRES | Vittoria Zaffiro Pro slick, 700 x 23c, folding |
| DRIVETRAIN | Shimano Ultegra 6700 derailleur, Ultegra 6700 STI levers, Shimano 105 Compact crankset, 50/34, with PF30 bearings, Ultegra 6700 11-25 cassette |
| BRAKESET | Tektro R540 dual-pivot calipers with Swiss Stop pads and Shimano Ultegra 6700 STI levers |
| COCKPIT | Ritchey Comp Logic II handlebars, Ritchey Logic Comp 4-Axis stem, Jamis carbon fiber 31.6mm seat post and Selle San Marco Porza Power Arrowhead saddle |

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**Alpine Blue/Natural Carbon**

Sizes: 44, 48, 51, 54cm  
Weight: 16.75 lbs

**Golden Rod/Natural Carbon**

Sizes: 48, 51, 54, 56, 58, 61cm  
Weight: 17.00 lbs
A perennial pick for Bicycling magazine’s Editor’s Choice award for Best Recreational Road Bike (with a win in 2010), we didn’t rest on our laurels for 2012—this year’s bike is even better, with the frame upgraded to include FSA’s PF30 system and kitted out with Shimano’s 10-speed 105 road group to (bring you more bang for the buck).

To be frank, the Comp will likely always be a contender for awards and accolades from picky magazine editors. We don’t cut corners trying to get to market with the least expensive carbon fiber frame. The mid-modulus carbon frame receives our Dyad Plus fiber lay-up, tri-oval shaped top and down tubes in size-specific diameters for optimal ride tuning, and the power-enhancing stiffness of a BB30 OS bottom bracket shell. Add asymmetrical chainstays and a full carbon, hollow-crown monocoque fork and it’s clear: nobody else provides this much frame tech for so little green.

With ergonomic-friendly Ritchey Logic handlebars and Selle San Marco SPID Arrowhead saddle and the cornering confidence that comes from exquisitely tuned geometry and Vittoria Zaffiro Slick rolling stock, you have a bike that bests your buddies by a mile.

Xenith Comp got better this year. Ride one, and you’ll get better too.

**XENITH COMP**

| FRAME | High performance carbon fiber composite with mid modulus fibers, Dyad Plus fiber lay-up, tri-ovalized top & down tubes, tapered head tube, PF30 BB shell, asymmetrical chainstays, SST tubing diameters |
| FORK | Comp full carbon composite, full 1-pc monocoque with tapered steerer & 1.5” hollow crown, carbon dropouts |
| WHEELS | Mavic CXR-22 rims with CNC sidewalls, 28/32H, Formula alloy hubs, 14g black stainless steel spokes |
| TIRES | Vittoria Zaffiro Slick, 700 x 23c |
| DRIVETRAIN | Shimano 105 derailleurs front & rear, Shimano 105 10-speed STI levers, FSA Gossamer Compact crankset, 50/34 with FSA PressFit 30 bearings |
| BRAKESET | Tektro R540 forged alloy dual pivot calipers with cartridge pads & Shimano 105 STI levers |
| COCKPIT | Ritchey Logic 31.8mm bars, Ritchey Road 3D forged stem, Jamis 31.6mm carbon fiber seat post, Selle San Marco SPID Arrowhead saddle |

**Award Winning Plus**
XENITH COMP

FRAME
High performance carbon fiber composite with mid modulus fibers, Dyad Plus fiber lay-up, Feme geometry, tri-ovalized top & down tubes, tapered head tube, PF30 BB shell, asymmetrical chainstays, SST tubing diameters

FORK
Comp full carbon composite, full 1-pc monocoque with tapered steerer & 1.5” hollow crown, carbon dropouts

WHEELS
Mavic CXP-22 rims with CNC sidewalls, 28/32H, Formula alloy hubs, 14g black stainless steel spokes

TIRES
Vittoria Zaffiro Slick, 700 x 23c

DRIVETRAIN
Shimano 105 derailleurs front & rear, Shimano 105 10-speed STI levers, FSA Gossamer Compact crankset, 50/34 with FSA PressFit 30 bearings, Shimano 11-25 cassette

BRAKESET
Tektro R540 forged alloy dual pivot calipers with cartridge pads & Shimano 105 STI levers

COCKPIT
Ritchey Logic 31.8mm bars, Ritchey Road 3D forged stem, Jamis 31.6mm carbon fiber seat post, Selle San Marco SPID Glamour Arrowhead saddle

Natural Carbon
Sizes: 44, 48, 51, 54cm
Weight: 18.75 lbs
The clock is relentless. So are we. Which is why we’ve pored over every millimeter of our Xenith time trial bikes—because you deserve to squeeze every bit of speed from every milliwatt you can muster up against the clock.

Our Xenith turned the tri world on its ear with its radical design when it debuted just a few years ago. The Windshield aero fork with rear-facing, fully enclosed front brake was a radical departure from the norm (and copied almost instantly). Combined with NACA-compliant aero profiles throughout the frame, a rear brake snugged under the chainstays and a seat tube shroud shielding the rear wheel, these flourishes let Xenith’s time trial frame slip through the air like a greased arrow.

Aggressive 78-degree seat tube angles and a 46mm bore PF30 BB system help you maximize your power as you churn those gears, and we’ve given these bikes head angles and fork offsets that work like a charm with TT bars for straight-line stability in an aero tuck and sizzling-fast cornering manners on technical courses and at turnarounds.

The Xenith T bikes slide through the air with hardly a whisper. All the better to hear the quiet sound of your PR shattering into so many shards.

**XENITH T2 Di2**

**FRAME**
Full aero carbon monocoque with internal cable routing, full high modulus carbon fiber with Dyad Supreme lay-up, chainstay brake mounting, airfoil shaped tubes, rear wheel shroud, PF30 BB shell, rear-entry dropouts

**FORK**
Jamis WindShield, full carbon, 1 1/8” with shrouded brake

**WHEELS**
American Classic carbon 58mm Series 3 clincher, 18/24H, 58mm aero profile carbon rim, AC hi-lo flange Micro 58 hubs with ceramic bearings, titanium QRs, bladed stainless steel spokes

**TIRES**
Vittoria Open Corsa Slick, 700 x 23c, folding

**DRIVEetrain**
Shimano Dura-Ace Di2 electronic front & rear derailleurs, Dura-Ace Di2 electronic shifters both base bar and bar-end, Vision Tricon Carbon PF30 crankset, 54/42, Shimano 11-23 cassette

**BRAKESET**
Tektro R725 aero TT brakes with Swiss Stop dual compound cartridge shoes and Shimano Dura-Ace Di2 lever

**COCKPIT**
Profile T2+ Cobra S-bend carbon fiber extensions, Profile SVET carbon base bar, Profile Aris stem, Xenith T Aero post, Cobb Cycling V-Flow Plus saddle

Available as frameset (non-Di2)
XENITH T1

**FRAME**
Full aero carbon monocoque with internal cable routing, Dyad Plus mid-modulus carbon fiber lay-up, chainstay brake mounting, airfoil shaped tubes, rear wheel shroud, PF30 BB shell, rear-entry dropouts

**FORK**
Jamis WindShield, full carbon, 1 1/8” with shrouded brake

**WHEELS**
American Classic 420 Aero 3 wheelset, 18/24H 34mm aero rims, RD-205/Micro 50H hubs, stainless steel bladed spokes

**TIRES**
Vittoria Rubino Pro Slick, 700x23c, (Vittoria Rubino 650 x 23c for XS), folding

**DRIVETRAIN**
SRAM Force rear & Rival front derailleurs, Vision Trimax PF30 crankset, 52/38, SRAM 11-25 cassette

**BRAKESET**
Tektro R725 aero TT brakes with Swiss Stop dual compound cartridge shoes and Tektro RX-720 aero levers

**COCKPIT**
Profile T2+ Cobra S-bend carbon fiber extensions, Profile SVET carbon base bar, Profile Aris stem, Xenith T Aero post, Cobb Cycling V-Flow Plus saddle

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XENITH T

**FRAME**
Full aero carbon monocoque with internal cable routing, chainstay brake mounting, airfoil shaped tubes, rear wheel shroud, PF30 BB shell, rear-entry dropouts

**FORK**
Jamis WindShield, full carbon, 1 1/8” with shrouded brake

**WHEELS**
Alex RA30 aero rims with 30mm rim profile, 20/24H, Formula alloy hubs with QR, Formula bladed stainless steel spokes

**TIRES**
Vittoria Zaffiro Slick, 700x23c, (Vittoria Rubino 650 x 23c for 47)

**DRIVETRAIN**
 Shimano Ultegra 6700 rear & 105 5700 front derailleurs, microSHIFT 10-speed bar-end shifters, FSA Gossamer PF30 crankset, 52/39, Shimano 11-25 cassette

**BRAKESET**
Tektro R725 aero TT brakes with Swiss Stop dual compound cartridge shoes and Tektro RX-720 aero levers

**COCKPIT**
Profile T2+ S-bend extensions, Profile Air Wing base bar, Profile Aris stem, Xenith T Aero post, Selle San Marco Ponzia TT saddle

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Victory Red/Pearl White
Sizes: XS/47 (650c), S/51, M/54, L/56, XL/58
Weight: 17.75 lbs

Natural Carbon/Race Yellow
Sizes: XS/47 (650c), S/51, M/54, L/56, XL/58
Weight: 19.75 lbs
Comet might be our entry-level tri/TT bike, but it’s hardly entry-level in its performance. Our full-carbon Windshield fork, which shields its rear-facing brake with a slick aero profile, is the same one fitted to our awesome Xenith T-series frames. And the chainstay-mounted rear brake and rear-entry dropouts let the rear wheel snug right into the wheel-cut seat tube for maximum aero efficiency and minimal drag.

Click into the pedals, get that FSA Gossamer crank churning, and power down the road with your fingers flicking the microSHIFT levers through all 20-speeds of the Shimano 105 drivetrain. This is what TT performance is all about.

This year’s Sonik is like the velodrome version of the Comet—purpose-built to kick some butt, with an eye on your budget. Its 700S double-butted aero aluminum tubeset gives you an incredibly stout bottom bracket that braces its unyielding chainstays for explosive power delivery. This is a bike that lets you launch like a match sprinter, with the aero efficiency of a pursuiter—and that’s a deadly combo on the velodrome.

Sonik is absolutely race-ready, right down to the tall-but-manageable 81-inch gear and deep-drop handlebar, with a street-ready training wheelset that makes this a real-world racer.

Saddle up, and get ready to rock the banking!

**PURPOSE-BUILT PERFORMERS**

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Saddle up, and get ready to rock the banking!

**COMET**

| FRAME | Aero 700S butted frame with airfoil shaped tubes, hydroformed seat tube with wheel cut-out, chainstay brake mounting, rear entry dropouts |
| FORK | Jamis Windshield, full carbon, 1 1/8" with shrouded brake |
| WHEELS | Alex RA30 aero rims with 30mm rim profile, 20/24H, Formula alloy hubs with QR, Formula bladed stainless steel spokes |
| TIRES | Vittoria Zaffiro 700 x 23c (Vittoria Rubino 650 x 23c for 47cm) |
| DRIVETRAIN | Shimano Ultegra 6700 rear & 105 5700 front derailleurs, microSHIFT 10-speed bar-end shifters, FSA Gossamer crankset, 53/39, Shimano 11-25 cassette |
| BRAKESET | Tektro R725 aero TT brake with Swiss Stop dual compound cartridge shoes and Tektro RX 4.1 aero levers |
| COCKPIT | Profile T2+ S-bend extensions, Profile Air Wing base bar, Jamis road stem, Xenith T Aero post, Selle San Marco Ponza TT saddle |

Gloss Black/Victory Red
Sizes: 47 (650c), 51, 54, 56, 58, 61cm
Weight: 20.25 lbs
<table>
<thead>
<tr>
<th>Component</th>
<th>Specification</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRAME</td>
<td>7005 custom butted aluminum aero track frame with hydroformed radiused seat tube, integrated head tube, forged dropouts with stainless steel inserts</td>
</tr>
<tr>
<td>FORK</td>
<td>Carbon Aero track fork with alloy steerer &amp; crown, forged alloy dropouts</td>
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<tr>
<td>WHEELS</td>
<td>Alex RA30 aero training rims with 30mm rim profile, 32/32H, Formula alloy track hubs with flip/flop rear and 14g stainless steel spokes</td>
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<tr>
<td>TIRES</td>
<td>Vittoria Zaffiro Slick, 700 x 23c, folding</td>
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<tr>
<td>DRIVETRAIN</td>
<td>FSA F. Gimondi Track crankset, 46T, with 1ST fixed cog</td>
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<tr>
<td>BRAKESET</td>
<td>N/A</td>
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<tr>
<td>COCKPIT</td>
<td>Jamis Track 6061 alloy deep drop bar, Jamis Road 3D forged stem, Xenith T Aero post, Selle San Marco Ponza Arrowhead saddle</td>
</tr>
</tbody>
</table>

Available as frameset

**SONIK**

Black Coal  
Sizes: 48, 51, 54, 56, 58, 61cm  
Weight: 17.00 lbs
With New Jersey as home base, we’re East Coasters at heart. Which means that as the fall leaves turn, our thoughts turn to cyclocross…

This year’s crop of Jamis ’cross bikes gets serious, with all seat masts increased to 34.9mm to better withstand the leaps back into saddle. The Supernova frame has been updated to include FSA’s PF30 BB system and the Nova Race has been outfitted with now-UCI-legal Avid disc brakes. With our extremely solid frame/fork interface, thanks to the tapered head tube and fork steerer, these are cross bikes that simply handle better in the rough. The big fork crown allows for superior carbon fiber compaction and stiffness, and we’ve integrated a CNC’d brake cable stop into the fork crown to combat the brake pulsing that often plagues carbon forks with cantis and headset cable stops.

With its stout-but-lightweight aluminum chassis and hydroformed top tube for shoulder-friendly portage, our cyclocross line is ready to get you over the barriers and launch you toward the finish line. Just pick your spec level, and get ready to race through winter. And beyond.

**SUPERNOVA**

| FRAME | Kinesis triple-butted aluminum, PF30 BB shell, butted chainstays, tapered head tube, hydroformed top tube with portaging flat, carbon fiber monostay, forged dropout with single eyelet |
| FORK | Jamis Cross, full carbon composite, 1 1/8-1.5” tapered steerer, with integrated CNC’ed fork crown cable stop |
| WHEELS | Ritchey Pro Zeta wheelset, 20/24H, 24mm rim profile, cold-forged CNC hubs with cartridge bearings, Sapim Race spokes |
| TIRES | Vittoria Cross XG Pro, 700 x 32c, folding |
| DRIVETRAIN | SRAM Rival front & rear derailleurs, Rival DoubleTap Carbon 10-speed shifters, FSA Gossamer Compact PF30 crankset, 46/36, SRAM 11-28 cassette |
| BRAKESET | Kore Race + cantilever brakes with 55mm cartridge pads, SRAM Rival levers |
| COCKPIT | Ritchey Pro Logic II 31.8mm Road bar, Ritchey Pro 4-Axis stem, Ritchey Pro 31.6mm seat post, Selle San Marco Ponza Power saddle |

**HIT THE DIRT**

| AVAILABLE AS FRAMESET | }

*Brushed Aluminum|

**Sizes:** 48, 51, 54, 56, 58, 61cm

**Weight:** 18.50 lbs
NOVA PRO

FRAME
7005 double-butted aluminum, tapered head tube, top tube formed with portaging flat, carbon fiber monostay, forged dropout with single eyelet

FORK
Jamis Cross, full carbon composite, 1 1/8"-1.5" tapered steerer, with integrated CNC'ed fork crown cable stop

WHEELS
Alex ALX-190 wheelset, 24/28H aero-profile rims, DT stainless steel spokes

TIRES
Vittoria Cross XN, 700 x 32c

DRIVETRAIN
Shimano Tiagra rear & Sora front derailleurs, Sora Double-Tap 9-speed shifters, FSA Vero Cross Compact with Powerdrive BB, 46/36, SRAM 11-32 cassette

BRAKESET
Avid BB5 cable-actuated disc brakes with Shimano Tiagra STI levers

COCKPIT
Ritchey Speedmax Cross, 700 x 32c

VICTORY RED/Pearl White
Sizes: 48, 51, 54, 56, 58, 61cm
Weight: 23.00 lbs

NOVA RACE

FRAME
7005 double-butted aluminum, tapered head tube, top tube formed with portaging flat, 34.9 seat tube, disc brake mounts, forged dropout with single eyelet

FORK
Jamis Cross, full carbon composite, 1 1/8"-1.5" tapered steerer, with post mount disc brake mount

WHEELS
Alex XC23 eyeleted disc-specific rims 32H, Formula alloy 6-bolt disc road hubs, 14g stainless spokes

TIRES
Vittoria Cross XN, 700 x 32c

DRIVETRAIN
SRAM Apex front & rear derailleurs, Apex Double-Tap 10-speed shifters, FSA Vero Cross Compact with Powerdrive BB, 46/36, SRAM 11-32 cassette

BRAKESET
Tektro Oryx cantilever with SRAM Apex levers

COCKPIT
Ritchey Comp Logic II Road bar, Ritchey Comp 4-Axis stem, Ritchey Road 31.6mm seat post, Selle San Marco Ponza Power Arrowhead saddle

NOVA PRO

VICTORY RED/Pearl White
Sizes: 48, 51, 54, 56, 58, 61cm
Weight: 23.00 lbs

Cockpit
Ritchey Speedmax Cross, 700 x 32c

Victory Red/Pearl White
Sizes: 48, 51, 54, 56, 58, 61cm
Weight: 23.00 lbs
Our Xenith Enduras are favorites amongst century riders, performance weekenders and distance cyclists. Introduced just two years ago, they are already some of our most popular bikes. And it’s no surprise why.

Xenith Enduras use the same top-level manufacturing techniques and materials as our award-winning Xenith Competition series. But Enduras roll on slightly stretched wheelbases, with marginally less aggressive cornering geometry, for more stability and a little extra ride comfort. And the head tubes are slightly longer, for less drop to the handlebar and a more upright posture that trades away just a little bit of aerodynamic slickness (which is still there for you in the drops) for a big payoff in reduced neck and back strain for those long-mileage days.

Superlight wheels—which any racer will tell you are the most critical speed component—and the combination of compact cranks (with a triple ring option available on the Comp) plus 11-28 or 30 tooth cogs gives you a big boost on climbs, with plenty of go-power to whoop it up on descents, where you’ll make the most of the Endura’s incredible handling manners and really appreciate the superb road feel of that full carbon hollow-crown fork.

Make the most of those long riding days, with Xenith Endura.

**EASY SPEED**

Our Xenith Enduras are favorites amongst century riders, performance weekenders and distance cyclists. Introduced just two years ago, they are already some of our most popular bikes. And it’s no surprise why.

Xenith Enduras use the same top-level manufacturing techniques and materials as our award-winning Xenith Competition series. But Enduras roll on slightly stretched wheelbases, with marginally less aggressive cornering geometry, for more stability and a little extra ride comfort. And the head tubes are slightly longer, for less drop to the handlebar and a more upright posture that trades away just a little bit of aerodynamic slickness (which is still there for you in the drops) for a big payoff in reduced neck and back strain for those long-mileage days.

Superlight wheels—which any racer will tell you are the most critical speed component—and the combination of compact cranks (with a triple ring option available on the Comp) plus 11-28 or 30 tooth cogs gives you a big boost on climbs, with plenty of go-power to whoop it up on descents, where you’ll make the most of the Endura’s incredible handling manners and really appreciate the superb road feel of that full carbon hollow-crown fork.

Make the most of those long riding days, with Xenith Endura.

**ENDURA ELITE**

- **FRAME**
  - High modulus carbon fiber, Dyad Ultra lay-up, tri-ovalized top & down tubes, tapered head tube, asymmetrical chainstays, SST design, fender & carrier eyelets

- **FORK**
  - Comp full carbon composite, full 1-pc monocoque with 1.5” hollow crown, forged alloy dropouts with single eyelet

- **TIRES**
  - Vittoria Rubino Pro, 700 x 25c, folding

- **WHEELS**
  - American Classic Victory 30, Victory Ultralight hubs, sealed bearing, 18/24H, bladed spokes

- **DRIVETRAIN**
  - Shimano Ultegra 6700 front & rear derailleurs, Ultegra 6700 STI levers, Shimano Ultegra 6750 Compact crankset, 50/34, with Ultegra 6700 11-28 cassette and PF30 BB system

- **BRAKES**
  - Shimano BR650 Super SLR long-reach calipers with Shimano Ultegra 6700 STI levers

- **COCKPIT**
  - Ritchey BioMax Comp 31.8mm bars, Ritchey Comp 4-Axis stem, Ritchey Pro 31.6mm carbon fiber seat post, Selle San Marco Ponza Power Arrowhead saddle

**Pearl White/Natural Carbon**

- Size: 48, 51, 54, 56, 58, 61cm

- Weight: 18.50 lbs
ENDURA COMP

FRAMES
High modulus carbon fiber, Dyad Ultra lay-up, tri-ovalized top & down tubes, tapered head tube, asymmetrical chainstays, SST design, fender & carrier eyelets

FORK
Comp full carbon composite, full 1-pc monocoque with 15” hollow crown, forged alloy dropouts with single eyelet

WHEELS
Shimano R500 wheelset, 20/24H, 24mm rim profile, R500 forged alloy adjustable-bearing hubs, bladed stainless steel spokes

TIRES
Vittoria Zaffiro, 700 x 25c

DRIVETRAIN
Shimano 105 5700 front & rear derailleurs, 105 S700 STI 10-speed levers, Shimano RS65 Compact 50/34 or Triple 50/39/30, with Shimano 12-30 cassette and PF30 BB system

BRAKESET
Tektro R359 long-reach/dual-pivot calipers with Shimano 105 S700 STI levers

COCKPIT
Ritchey BioMax 31.8mm bars, Ritchey 3D forged stem, Jamis 31.6mm carbon fiber seat post, Selle San Marco SPID Glamour Arrowhead saddle
GO LIGHT, GO LONG

Xenith Enduras look a lot like our Xenith Competition racers, sharing the same materials and engineering design elements—and they’re darned near as quick—but look closely, and you’ll discover these to be some of the most versatile speedsters around. Long-reach brakes give you loads of flexibility when it comes to tire selection, rack and fender eyelets let you be a bit more civilized, to match the (very) slightly tamed-down handling manners.

Xenith Endura Sport gets you race-level frame technology, in a package designed for the real world of weekend rides and summertime centuries, meticulously ride-tuned like our racers for perfectly balanced handling that lets you carve deep into corners, but with enhanced stability that prevents wrestling those pesky energy bar wrappers from turning into a white-knuckle adventure.

Throw a leg over the Endura Sport, available in both compact and triple chainring versions, and miles down the road you’ll feel fresher than when you started, thanks to the more relaxed riding posture, compact crankset and smartly spec’d saddle and cockpit.

Xenith Endura Sport is engineered for the most important thing of all: You.

XENITH ENDURA SPORT

| FRAME | High performance carbon fiber with mid-modulus fibers, Dyad Plus lay-up, tri-ovalized top & down tubes, tapered head tube, asymmetrical chainstays, SST design, fender & carrier eyelets |
| FORK | Comp full carbon composite, full 1-pc monocoque with 1.5” hollow crown, forged alloy dropouts with single eyelet |
| WHEELS | Alex DC19 double wall rims with CNC sidewalls, 28/32H, Formula alloy hubs, 14g stainless steel spokes |
| TIRES | Vittoria Zaffiro, 700 x 25c |
| DRIVETRAIN | Shimano 105 rear & Sora front derailleurs, Tiagra STI 9-speed levers, FSA Vero Compact crankset, 50/34 or Triple 52/39/30 |
| BRAKESET | Tektro R317 long-reach/dual-pivot calipers with Shimano Tiagra STI levers |
| COCKPIT | Jamis Road 31.8mm handlebars, Jamis 3D forged stem, Jamis carbon fiber seat post, Selle San Marco Ischia Arrowhead saddle |

Victory Blue/Natural Carbon
Sizes: 48, 51, 54, 56, 58, 61cm
Weight: 20.00 lbs
XENITH ENDURA SPORT

**FRAME**
High performance carbon fiber with mid-modulus fibers, Dyad Plus lay-up Femme geometry, tri-ovalized top & down tubes, tapered head tube, asymmetrical chainstays, SST design, fender & carrier eyelets

**FORK**
Comp full carbon composite, full 1-pc monocoque with 1.5” hollow crown, forged alloy dropouts with single eyelet

**WHEELS**
Alex DC19 double wall rims with CNC sidewalls, 28/32H, Formula alloy hubs, 14g stainless steel spokes

**TIRES**
Vittoria Zaffiro, 700 x 25c

**DRIVETRAIN**
Shimano Tiagra 4600 rear & front derailleurs, Tiagra 4600 STI 10-speed levers, FSA Vero Compact crankset, 50/34 or Triple 50/39/30, Shimano 12-30 cassette

**BRAKESET**
Tektro R317 long-reach/dual-pivot calipers with Shimano Tiagra 4600 STI levers

**COCKPIT**
Jamis Ergo Road 31.8mm handlebars, Jamis 3D forged stem, Jamis 31.6mm carbon fiber seat post, Selle San Marco SPID Glamour Arrowhead saddle

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Ocean Mist/Natural Carbon
Sizes: 44, 48, 51, 54cm
Weight: 19.75 lbs
FIT FOR FAST

Lightweight aluminum alloy construction—pro-level technology just a few years ago—and smart component choices make our Ventura series a perfect choice for sagged multi-day adventures and long weekend rides, which is why you’ll see them underneath happy riders on gran fondos, at RAGBRAI, on multi-day fundraisers and in the pages of Bicycling Magazine winning yet another of their coveted Editor’s Choice awards.

The Ventura’s handling is impeccable—stable, easy to ride, with just a hint of edginess that makes slinging into corners a joy. The Ventura frame’s aluminum alloy main triangle is extremely light, and if you opt for the Ventura Race you’ll even get a carbon fiber monostay rear end that sheds a few grams and really smooths the ride out for those extra-long rides.

Compact cranksets give you double-chainring styling and weight, but with a 15% lower low gear for climbing power, trading away just 6% off the top end—so you get triple-ring help on the hills without resorting to the heft and complexity of triple rings.

Pack in some miles this season, and make them easy on yourself with Ventura’s simple approach, making mileage easy.

VENTURA RACE

<table>
<thead>
<tr>
<th>FRAME</th>
<th>Kinesis 7005 double-butted aluminum main tubes with sloping radius top tube, internal cable routing, carbon fiber seatstays, integrated head tube, SST frame design, replaceable derailleur hanger</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>Jamis full carbon composite straight blade, aluminum dropouts</td>
</tr>
<tr>
<td>WHEELS</td>
<td>Alex ALX-190 wheelset, 24/28H aero-profile rims, DT stainless steel spokes</td>
</tr>
<tr>
<td>TIRES</td>
<td>Vittoria Zaffiro, 700 x 23c</td>
</tr>
<tr>
<td>DRIVETRAIN</td>
<td>Shimano 105 derailleurs front &amp; rear, Shimano 105 STI Dual-Control 10-speed shifters, FSA Vero Compact with PowerDrive BB, 50/34, Shimano 11-25 cassette</td>
</tr>
<tr>
<td>BRAKESET</td>
<td>Tektro R312 dual-pivot calipers with cartridge pads &amp; Shimano 105 STI levers</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Ritchey Comp Logic II Road bar, Ritchey Comp 4-Axis stem, Jamis carbon fiber 31.6mm micro-adjust seat post, Selle San Marco SPM Arrowhead saddle</td>
</tr>
</tbody>
</table>

Victory Blue
Sizes: 48, 51, 54, 56, 58, 61cm
Weight: 19.75 lbs
VENTURA COMP

**FRAME**
Kinesis 7005 double-butted aluminum frame with sloping radius top tube, internal cable routing, integrated head tube, SST frame design, replaceable derailleur hanger

**FORK**
Jamis full carbon composite straight blade, aluminum dropouts

**WHEELS**
Mavic CXP-22 rims, 28/32H, Formula alloy road hubs, 14g stainless steel spokes

**TIRES**
Vittoria Zaffiro, 700 x 23c

**DRIVETRAIN**
Shimano Tiagra rear & Sora front derailleurs, Shimano Sora STI Dual Control levers, FSA Vero compact crankset, 50/34, SRAM 11-26 cassette

**BRAKES**
Tektro R312 dual-pivot calipers with Shimano Sora STI levers

**COCKPIT**
Ritchey Road 31.8mm bar, Ritchey 4-bolt Road stem, Ritchey 2-bolt 31.6mm seat post, Selle San Marco SPID Arrowhead saddle

VENTURA SPORT

**FRAME**
Kinesis 7005 aluminum road frame with sloping radius top tube, internal cable routing, integrated head tube, SST frame design, replaceable derailleur hanger

**FORK**
Alloy straight blade fork with chromoly steerer for integrated head tube

**WHEELS**
Alex ID19 double-wall aluminum rims, 28/32H, Formula alloy front & cassette freehub rear hubs with QR, stainless steel spokes

**TIRES**
Vittoria Zaffiro, 700 x 23c

**DRIVETRAIN**
Shimano Tiagra rear & 2300 front derailleurs, Shimano 2300 STI 8-speed levers, FSA Tempo Compact crankset, 50/34, SRAM 11-26 cassette

**BRAKES**
Tektro R312 dual-pivot calipers with Shimano STI levers

**COCKPIT**
Ritchey Road 31.8mm bar, Ritchey 4-bolt Road stem, Ritchey 2-bolt 31.6mm seat post, Selle San Marco SPID Arrowhead saddle

**Colors**
- Pearl White: Sizes 48, 51, 54, 56, 58, 61cm, Weight 21.25 lbs
- Gloss Black: Sizes 48, 51, 54, 56, 58, 61cm, Weight 22.75 lbs

**Monterey Red**
Sizes 48, 51, 54, 56, 58, 61cm, Weight 22.75 lbs
SPEED MADE SIMPLE

How you fit your bike is absolutely critical, but on a road bike it’s everything. And while we firmly believe in equality for all, the truth is that when it comes to physiology and riding position preferences, women are different.

We believe in doing women’s bikes right (we are, after all, one of the few bike companies run by a woman). And while that starts with slightly shorter top tubes, steeper seat angles, slacker head angles and longer fork rakes, our Femme bicycles go much deeper than that. We tweak tubing diameters and wall thicknesses to preserve ride quality for lighter-weight physiques, we use size-specific components like narrower handlebars, short-reach brake levers and wider saddles—and we test them with real women cyclists like you, weigh their input and adjust accordingly.

The result is one of our sleeper hits—genuine women’s bikes that are more than just a pretty paint job, but the genuine article.

Ventura’s Femme bikes give you what every rider deserves: a bike that fits, that’s made to perform for you.

VENTURA RACE

| FRAME | Kinesis 7005 double-butted aluminum main tubes with sloping radius top tube, internal cable routing, carbon fiber seatstays, integrated head tube, SST frame design, Femme geometry, replaceable derailleur hanger |
| FORK | Jamis full carbon composite straight blade, aluminum dropouts |
| WHEELS | Alex ALX-190 wheelset, 24/28H aero-profile rims, DT stainless steel spokes |
| TIRES | Vittoria Zaffiro, 700 x 23c |
| DRIVETRAIN | Shimano 105 derailleurs front & rear, Shimano 105 STI Dual-Control 10-speed shifters, FSA Vero Compact with PowerDrive BB, 50/34, Shimano 11-25 cassette |
| BRAKESET | Tektro R312 dual-pivot calipers with cartridge pads & Shimano 105 STI levers |
| COCKPIT | Ritchey Comp Logic II Road bar, Ritchey Comp 4-Axis stem, Jamis 31.6mm carbon fiber micro-adjust seat post, Selle San Marco SPID Glamour Arrowhead saddle |

Midnight Violet
Sizes: 44, 48, 51, 54cm
Weight: 19.50 lbs
### Ventura Comp

**Frame**
- Kinesis 7005 double-butted aluminum frame with sloping radius top tube, internal cable routing, integrated head tube, SST frame design, Femme geometry, replaceable derailleur hanger

**Fork**
- Jamis full carbon composite straight blade, aluminum dropouts

**Wheels**
- Mavic CX-22 rims, 28/32H, Formula alloy road hubs, 14g stainless steel spokes

**Tires**
- Vittoria Zaffiro, 700 x 23c

**Drivetrain**
- Shimano Tiagra rear & Sora front derailleur, Shimano Sora STI Dual Control levers, FSA Vero compact crankset, 50/34, SRAM 11-25 cassette

**Brakeset**
- Tektro R312 dual-pivot calipers with Shimano Sora STI levers

**Cockpit**
- Ritchey Road 31.8mm bar, Ritchey 4-bolt Road stem, Ritchey 2-bolt 31.6mm seat post, Selle San Marco SPR Glorious Arrows head saddle

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### Ventura Sport

**Frame**
- Kinesis 7005 aluminum road frame with sloping radius top tube, internal cable routing, integrated head tube, SST frame design, Femme geometry, replaceable derailleur hanger

**Fork**
- Alloy straight blade fork with chromoly steerer for integrated head tube

**Wheels**
- Alex 1D/19 double-wall aluminum rims, 28/32H, Formula alloy front & cassette freehub rear hubs with QR, stainless steel spokes

**Tires**
- Vittoria Zaffiro, 700 x 23c

**Drivetrain**
- Shimano Sora rear & 2300 front derailleur, Shimano 2300 STI 8-speed levers, FSA Tempo Compact crankset, 50/34, SRAM 11-26 cassette

**Brakeset**
- Tektro R317 dual-pivot calipers with Shimano STI levers

**Cockpit**
- Ritchey Road 31.8mm road bar, Jamis forged alloy road stem, Jamis 31.6mm alloy micro-adjust seat post, Jamis Road Sport Femme saddle

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**Ventura Comp**
- Pearl White
  - Sizes: 44, 48, 51, 54cm
  - Weight: 21.00 lbs

**Ventura Sport**
- Monterey Red
  - Sizes: 44, 48, 51, 54cm
  - Weight: 22.50 lbs

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**Frame**
- Kinesis 7005 double-butted aluminum frame with sloping radius top tube, internal cable routing, integrated head tube, SST frame design, Femme geometry, replaceable derailleur hanger

**Fork**
- Jamis full carbon composite straight blade, aluminum dropouts

**Wheels**
- Mavic CX-22 rims, 28/32H, Formula alloy road hubs, 14g stainless steel spokes

**Tires**
- Vittoria Zaffiro, 700 x 23c

**Drivetrain**
- Shimano Sora rear & 2300 front derailleur, Shimano Sora STI Dual Control levers, FSA Vero compact crankset, 50/34, SRAM 11-26 cassette

**Brakeset**
- Tektro R312 dual-pivot calipers with Shimano Sora STI levers

**Cockpit**
- Ritchey Road 31.8mm bar, Ritchey 4-bolt Road stem, Ritchey 2-bolt 31.6mm seat post, Selle San Marco SPR Glamour Arrows head saddle

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**Frame**
- Kinesis 7005 aluminum road frame with sloping radius top tube, internal cable routing, integrated head tube, SST frame design, Femme geometry, replaceable derailleur hanger

**Fork**
- Alloy straight blade fork with chromoly steerer for integrated head tube

**Wheels**
- Alex 1D/19 double-wall aluminum rims, 28/32H, Formula alloy front & cassette freehub rear hubs with QR, stainless steel spokes

**Tires**
- Vittoria Zaffiro, 700 x 23c

**Drivetrain**
- Shimano Sora rear & 2300 front derailleur, Shimano Sora STI Dual Control levers, FSA Vero compact crankset, 50/34, SRAM 11-26 cassette

**Brakeset**
- Tektro R317 dual-pivot calipers with Shimano STI levers

**Cockpit**
- Ritchey Road 31.8mm road bar, Jamis forged alloy road stem, Jamis 31.6mm alloy micro-adjust seat post, Jamis Road Sport Femme saddle

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**Frame**
- Kinesis 7005 double-butted aluminum frame with sloping radius top tube, internal cable routing, integrated head tube, SST frame design, Femme geometry, replaceable derailleur hanger

**Fork**
- Jamis full carbon composite straight blade, aluminum dropouts

**Wheels**
- Mavic CX-22 rims, 28/32H, Formula alloy road hubs, 14g stainless steel spokes

**Tires**
- Vittoria Zaffiro, 700 x 23c

**Drivetrain**
- Shimano Tiagra rear & Sora front derailleur, Shimano Sora STI Dual Control levers, FSA Vero compact crankset, 50/34, SRAM 11-25 cassette

**Brakeset**
- Tektro R312 dual-pivot calipers with Shimano Sora STI levers

**Cockpit**
- Ritchey Road 31.8mm bar, Ritchey 4-bolt Road stem, Ritchey 2-bolt 31.6mm seat post, Selle San Marco SPR Glamour Arrows head saddle

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**Frame**
- Kinesis 7005 aluminum road frame with sloping radius top tube, internal cable routing, integrated head tube, SST frame design, Femme geometry, replaceable derailleur hanger

**Fork**
- Alloy straight blade fork with chromoly steerer for integrated head tube

**Wheels**
- Alex 1D/19 double-wall aluminum rims, 28/32H, Formula alloy front & cassette freehub rear hubs with QR, stainless steel spokes

**Tires**
- Vittoria Zaffiro, 700 x 23c

**Drivetrain**
- Shimano Sora rear & 2300 front derailleur, Shimano 2300 STI 8-speed levers, FSA Tempo Compact crankset, 50/34, SRAM 11-26 cassette

**Brakeset**
- Tektro R317 dual-pivot calipers with Shimano STI levers

**Cockpit**
- Ritchey Road 31.8mm road bar, Jamis forged alloy road stem, Jamis 31.6mm alloy micro-adjust seat post, Jamis Road Sport Femme saddle

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**Frame**
- Kinesis 7005 double-butted aluminum frame with sloping radius top tube, internal cable routing, integrated head tube, SST frame design, Femme geometry, replaceable derailleur hanger

**Fork**
- Jamis full carbon composite straight blade, aluminum dropouts

**Wheels**
- Mavic CX-22 rims, 28/32H, Formula alloy road hubs, 14g stainless steel spokes

**Tires**
- Vittoria Zaffiro, 700 x 23c

**Drivetrain**
- Shimano Tiagra rear & Sora front derailleur, Shimano Sora STI Dual Control levers, FSA Vero compact crankset, 50/34, SRAM 11-25 cassette

**Brakeset**
- Tektro R312 dual-pivot calipers with Shimano Sora STI levers

**Cockpit**
- Ritchey Road 31.8mm bar, Ritchey 4-bolt Road stem, Ritchey 2-bolt 31.6mm seat post, Selle San Marco SPR Glamour Arrows head saddle

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**Frame**
- Kinesis 7005 aluminum road frame with sloping radius top tube, internal cable routing, integrated head tube, SST frame design, Femme geometry, replaceable derailleur hanger

**Fork**
- Alloy straight blade fork with chromoly steerer for integrated head tube

**Wheels**
- Alex 1D/19 double-wall aluminum rims, 28/32H, Formula alloy front & cassette freehub rear hubs with QR, stainless steel spokes

**Tires**
- Vittoria Zaffiro, 700 x 23c

**Drivetrain**
- Shimano Sora rear & 2300 front derailleur, Shimano Sora STI Dual Control levers, FSA Vero compact crankset, 50/34, SRAM 11-26 cassette

**Brakeset**
- Tektro R317 dual-pivot calipers with Shimano STI levers

**Cockpit**
- Ritchey Road 31.8mm road bar, Jamis forged alloy road stem, Jamis 31.6mm alloy micro-adjust seat post, Jamis Road Sport Femme saddle

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STEEL, FOREVER REAL

Nothing—absolutely nothing—beats steel's magic carpet ride quality. It's why magazines describe the most praiseworthy carbon and aluminum frames as being “steel-like.” Steel is the benchmark. And these bikes show you why.

Legendary Reynolds steel—possibly the winningest brand in cycling—and our own Size Specific Tubing guarantee amazing ride quality, with the zing and resilience that minimizes road vibration and maximizes pedal efficiency and handling potential. Steel road bikes just feel planted in corners, and with our full carbon road fork to guide them, these bikes absolutely rail around the bends.

Smart component spec maximizes bang for the buck, making our steel road steeds some of cycling's best-kept secrets.

Short sprint rides, all-day exploration, or fast commutes—these bikes do it all. And do it exceedingly well.

In-the-know cycling vets understand: Steel IS real. Here’s your chance to discover it for yourself.

ECLIPSE

| FRAME | Reynolds 853 heat-treated, seamless air-hardened chromoly main tubes with heat-treated/taper gauge chromoly stays, sloping top tube SST frame design |
| FORK | Jamis full carbon fiber with forged alloy dropouts |
| WHEELS | Ritchey WCS Zeta wheelset, 20/24H, 24mm Vanadium rims, WCS hubs, bladed stainless spokes |
| TIRES | Vittoria Rubino Pro Slick, 700 x 23c, folding |
| DRIVETRAIN | Shimano Ultegra 6700 front & rear derailleurs, Ultegra 6700 STI levers and Ultegra 6750 compact crankset, 50/34 with 11-25 Ultegra cassette |
| BRAKESET | Shimano Ultegra 6700 Super SLR dual-pivot calipers with Ultegra 6700 STI levers |
| COCKPIT | Ritchey Classic handlebar, Ritchey Classic 4-Axis stem, Ritchey Classic seatpost, Selle San Marco Concor saddle |

Available as frameset

Candy Red
Sizes: 48, 51, 54, 58, 61cm
Weight: 17.00 lbs
**QUEST**

**FRAME**  
Reynolds E31 air-hardened seamless chromoly main tubes with heat-treated/taper gauge chromoly stays, lost wax dropout with single eyelet, sloping top tube SST frame design

**FORK**  
Jamis full carbon fiber with forged alloy dropouts, single eyelet

**WHEELS**  
Ritchey Comp Zeta wheelset, 20/24H, 24mm profile rims, cold-forged hubs with cartridge bearings, DT Champion spokes

**TIRES**  
Vittoria Zaffiro Pro, 700 x 25c, folding

**DRIVETRAIN**  
Shimano 105 5700 front & rear derailleurs, 105 5700 STI 10-speed levers and Shimano RS650 Compact crankset 50/34 or Triple 50/39/30, WITH 11-28 Shimano cassette

**BRAKESET**  
Shimano BR450 Super SLR long-reach, dual-pivot calipers with 105 STI levers

**COCKPIT**  
Ritchey Comp BioMax Road handlebar, NVO F-2 ATS stem, Ritchey Comp Road seat post, Jamis Touring Sport saddle

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**SATELLITE COMP**

**FRAME**  
Reynolds 520 double-butted chromoly main tubes, double-tapered chromoly stays; forged dropout with single eyelet, sloping top tube SST frame design

**FORK**  
Jamis full carbon fiber with forged alloy dropouts, single eyelet

**WHEELS**  
Mavic CXP-22 rims, 28/32H, Formula alloy road hubs, 14g stainless steel spokes

**TIRES**  
Vittoria Zaffiro, 700 x 25c

**DRIVETRAIN**  
Shimano Tiagra rear & Sora front derailleurs, Sora STI 9-speed levers, FSA Vero Road crankset, 50/39/30, and SRAM 11-26 cassette

**BRAKESET**  
Tektro long-reach, dual-pivot calipers with Shimano Sora STI levers

**COCKPIT**  
Ritchey 31.8mm BioMax Road bar, NVO TM-3 ATS stem, Ritchey 2-bolt seat post, Jamis Touring Sport saddle

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**SATELLITE SPORT**

**FRAME**  
4130 double-butted chromoly main tubes, double-tapered chromoly stays, forged dropout with single eyelet, sloping top tube SST frame design

**FORK**  
4130 chromoly uncrrowned road fork, forged dropouts with single eyelets

**WHEELS**  
Alex ID19 double-wall aluminum rims, 28/32H, Formula alloy road hubs, stainless steel spokes

**TIRES**  
Vittoria Zaffiro, 700 x 23c

**DRIVETRAIN**  
Shimano Sora rear & 2300 front derailleurs, ST-2303 STI 8-speed levers, FSA Vero Road crankset, 50/39/30, and SRAM 12-26 cassette

**BRAKESET**  
Tektro long-reach, dual-pivot calipers with Shimano 2300 STI levers

**COCKPIT**  
Jamis alloy 31.8mm road bar, Jamis forged alloy mid-rise road stem, Jamis micro-adjust road seat post, Jamis Road Sport saddle
YOUR MAGIC RIDE AWAITS

Forget the science, forget the tech. Here’s what you need to know: Nothing rides like steel, which magically smooths roads, adds some spring to your pedaling, and makes those miles magically disappear.

Our steel bikes have won fans the world over for their matchless ride quality and absolutely zeroed-in handling. We tweak the geometry of our Femme series bikes to suit women’s physiques, then tune them so they’ll handle with the same crispness and stability we’re famous for. Bank into the turns and corner with confidence—that’s steel’s response and our own fabled geometry at its best.

Smart gearsets and fast-rolling Vittoria tires—chosen for the real world of less-than-perfect pavement—translate to a smooth ride, speedy ascents and optimized efficiency.

Your best riding buddy has just arrived, with a heart of steel that’ll carry you for miles.

### QUEST Femme

| FRAME | Reynolds 631 air-hardened seamless chromoly main tubes with heat-treated/taper gauge chromoly stays, Femme geometry, lost wax dropout with single eyelet, sloping top tube SST frame design |
| FORK | Jamis full carbon fiber with forged alloy dropouts, single eyelet |
| WHEELS | Ritchey Comp Zeta wheelset, 20/24H, 24mm profile rims, cold-forged hubs with cartridge bearings, DT Champion spokes |
| TIRES | Vittoria Zaffiro Pro, 700 x 25C, folding |
| DRIVETRAIN | Shimano 105 5700 front & rear derailleur, 105 5700 STI 10-speed levers and Shimano RS65 Compact crankset 50/34 or Triple 50/39/30, WITH 11-28 Shimano cassette |
| BRAKESET | Shimano BR450 Super SLR long-reach, dual-pivot calipers with 105 STI levers |
| COCKPIT | Ritchey Comp BioMax Road handlebar, NVO F-2 ATS stem, Ritchey Comp Road seat post, Jamis Touring Sport Femme saddle |

Monteary Red
Size: 48, 51, 54cm
Weight: 18.75 lbs
**SATELLITE COMP**

**FRAME**
Reynolds 520 double-butted chromoly main tubes, double-tapered chromoly stays, Femme geometry, forged dropout with single eyelet, sloping top tube SST frame design

**FORK**
Jamis full carbon fiber with forged alloy dropouts, single eyelet

**WHEELS**
Mavic CXP-22 rims, 28/32H, Formula alloy road hubs, 14g stainless steel spokes

**TIRES**
Vittoria Zaffiro, 700 x 25c

**DRIVETRAIN**
Shimano Tiagra rear & Sora front derailleurs, Sora STI 9-speed levers, FSA Vers Road crankset, 50/39/30, and SRAM 11-26 cassette

**BRAKESET**
Tektro long-reach, dual-pivot calipers with Shimano Sora STI levers

**COCKPIT**
Ritchey 31.8mm BioMax Road bar, NVO TM-3 ATS stem, Ritchey 2-bolt seat post, Jamis Touring Sport Femme saddle

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**SATELLITE SPORT**

**FRAME**
4130 double-butted chromoly main tubes, double-tapered chromoly stays, Femme geometry, forged dropout with single eyelet, sloping top tube SST frame design

**FORK**
4130 chromoly unicrown road fork, forged dropouts with single eyelets

**WHEELS**
Alex ID19 double-wall aluminum rims, 28/32H, Formula alloy road hubs, stainless steel spokes

**TIRES**
Vittoria Zaffiro, 700 x 25c

**DRIVETRAIN**
Shimano Sora rear & 2300 front derailleurs, Sora STI 8-speed levers, FSA Vers Road crankset, 50/39/30, and SRAM 11-26 cassette

**BRAKESET**
Tektro long-reach, dual-pivot calipers with Shimano 2300 STI levers

**COCKPIT**
Ritchey 31.8mm BioMax Road bar, NVO TM-3 ATS stem, Ritchey 2-bolt seat post, Jamis Touring Sport Femme saddle

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**Pearl White**
Sizes: 48, 51, 54cm
Weight: 29.00 lbs

**Sage**
Sizes: 48, 51, 54cm
Weight: 22.75 lbs

**Sangria**

Cycling is one of freedom’s most apt metaphors, a two-wheeled personification of the word itself. And our touring and fixed gear bikes are the best examples of freedom’s different meanings.

Throw a leg over a touring bike, set out on the road as a self-contained traveler, self-powered, self-reliant, and self-assured, and you’re truly free, completely unfettered and unrestrained.

Bicycle touring is a fabulous sort of freedom, and it’s the inspiration behind our Aurora Elite, Aurora and Bosanova platforms. These are bikes you can load up and travel with, bikes that can get you across the continent, take you across the country, or across town. We’ve been building touring bikes for nearly two decades, and we know how to do it right, with geometry that’s stable under a full load, yet nimble enough to dodge potholes and debris. You get a riding position that tucks you out of the wind, but comfortably so, for all-day rides and see-over-traffic perspective on short hops and crosstown adventures. And we kit them out with broad-range gearing that gives you the grunt to get your load over the hills, and enough top gear for Rocky Mountain-style lengthy descents.

On the other end of freedom’s spectrum are the stripped-for-speed Sputnik and Beatnik, bicycles free from clutter and the extraneous. This is cycling boiled down to its essence—a rider and bicycle, connected, as a singular entity.

A Jamis fixie represents a different kind of freedom—freedom from choice. This is transportation in its purest form, 100% removed from extras and distraction.

Our fixies aren’t repurposed racers or high-tech, wildly expensive boutique bikes built for showoffs, but hard-edged machines built to tackle the mean streets of our native New Jersey, with the handling to take on San Francisco’s storied climbs and descents and the ruggedness to withstand the most demanding commute in Anytown, USA. If those other bikes are pampered, groomed show dogs, ours are streetwise and savvy, like the mutt that knows every street and short-cut. These are bikes that live to be ridden hard, u-locked most anywhere, and ridden hard again and again.

Steel chassis give our fixies the edge on ride quality, taking the sting out of bad roads and pavement seams. And because we know the road’s an unpredictable, unforgiving place full of bad street grates and suddenly opened car doors, we spec them with dual-pivot brakes with some of the stealthiest, low-profile mounting this side of a DARPA camouflage project. So you can keep your style points while enjoying the security of full-blown stopping power.

Cycling is freedom. Celebrate daily, with two-wheeled abandon.
AURORA ELITE

 рама Reynolds 631 ар-хартенд-ед хромолит, удлиненный головной тубус, SST рамный дизайн, полный комплект браз-онсов, лазерно-вырезные патчи, зафлажки

 вилка Накатная полу-складная хромолитовая вилка с диск-крепом, низкопрофильные браз-онсы, фрезерованные патчи с одинарными патчами

 колеса Mavic A119 двухслойные/бразилеттед рими, 32H, Formula алюминиевые 6-болтовые дисковые диски, DT Чемпион стальная втулка 6-болтовых дисков

 шины Vittoria Randonneur с Double-Shield пробивной защитой, 700 x 32c

 трансмиссия Shimano 105 передняя и задняя дисковые переключатели, Shimano Dura-Ace бар-энд переключатели, Shimano R563 2-шт переключение, 50/39/30 с Shimano внешние подшипники, Shimano 12-30 кассета

 тормоза Avid BB-7 Road механический дисковый тормоз с 160мм дисками и Tjetro Aerop brake levers

 руль Jamis Ergo 31.8мм алюминиевый руль, NVO F-2 ATS стойка, Ritchey Comp Road седло, Jamis Touring Sport седло

 принадлежности Полный алюминиевый диск с подкладками, регулируемые прокладки, алюминиевый задний багажник с ремнем для багажа
**AURORA**

| FRAME | Reynolds 520 double-butted chromoly main tubes, SST frame design, double-tapered chromoly stays, forged dropouts with double eyelets |
| FORK | Lugged semi-sloping chromoly design with canti bosses, low-rider braze-ons and forged dropouts with double eyelets |
| WHEELS | Alex ACE19 double-wall/eyeletted rims, 36H, Shimano Tiagra hubs, stainless steel spokes |
| TIRES | Vittoria Randonneur with Double-Shield puncture protection, 700 x 32C |
| DRIVETRAIN | Shimano Tiagra rear & Sora front derailleurs, microSHIFT bar-end levers, FSA Alpha Drive crankset with Powerdrive splined BB, 48/36/26, SRAM 11-28 cassette |
| BRAKESET | Tektro 892 forged alloy cantilevers with Tektro Aero brake levers |
| COCKPIT | Jamis Ergo 31.8mm alloy handlebar, NVO TM-3 ATS stem, Jamis alloy micro-adjust seat post, Jamis Touring Sport saddle |
| ACCESSORIES | Full coverage alloy fenders with adjustable stays & mudflaps, and alloy rear carrier with luggage strap |

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**BOSANOVA**

| FRAME | Reynolds 520 double-butted chromoly main tubes, SST frame design, laser-cut dropouts, full complement of braze-ons, chainstay disc brake mount |
| FORK | Carbon fiber unicrown with disc mount, steel steerer, forged dropouts |
| WHEELS | Alex DC 25 double-wall/disc-specific rims, 32H, Formula alloy 6-bolt disc road hubs, stainless steel spokes |
| TIRES | Vittoria Randonneur Cross with Double-Shield puncture protection, 700 x 28C |
| DRIVETRAIN | Shimano Tiagra rear & Sora front derailleurs, microSHIFT bar-end levers, FSA Vero crankset, 50/39/30 with FSA Powerdrive BB, Shimano 12-30 cassette |
| BRAKESET | Tektro 992 forged alloy cantilevers with Tektro Aero brake levers |
| COCKPIT | Jamis Ergo 31.8mm alloy handlebar, NVO TM-3 ATS stem, Jamis alloy micro-adjust seat post, Selle San Marco SPID Arrowhead saddle |
| ACCESSORIES | Full coverage aluminum fenders with adjustable stays and mudflaps |
ONE GEAR TO RIDE THEM ALL

Singleness doesn’t refer to the number of speeds, but to the feeling of connection when you’re spun out, on top of the gear, and just flowing through the streets. We know that. We get it. And that’s why our Sputnik and Beatnik fixies are so highly coveted, and such a closely guarded secret amongst inner city masters of spin.

We stick with welded steel frames, because these bikes are built for the harsh reality of the streets, where there’s no room for lightweight alloys and carbon—those are fine materials for racing bikes and boutique fixies, but they can’t hold up to the knock-about world of bike racks, potholes and sewer grates. As they say, steel is real. And so are Jamis fixies.

Go with the track-inspired Sputnik, and you get a classic drop handlebar (with stealthy center-mounted brake levers), double toe straps and a genuine Selle San Marco saddle for those all-important contact points.

Or go new school with Beatnik’s narrowed flat handlebar, Jamis Retro saddle and alloy cage pedals.

Classic Sputnik or upstart Beatnick—either way, singleness awaits.

### SPUTNIK

<table>
<thead>
<tr>
<th>FRAME</th>
<th>Reynolds 520 chromoly double-butted main tubes with double tapered chromoly stays, SST frame design, lost wax rear entry dropouts with single eyelets</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>Lugged chromoly straight blade with lost wax sloping crown, forged dropouts, single eyelets</td>
</tr>
<tr>
<td>WHEELS</td>
<td>Alex DA-13 Aero rims, 32H. Formula sealed bearing front &amp; rear flip-flop hub, stainless steel spokes</td>
</tr>
<tr>
<td>TIRES</td>
<td>Vittoria Zaffiro, 700 x 25c</td>
</tr>
<tr>
<td>DRIVETRAIN</td>
<td>FSA F. Gimondi Track crankset, 46T, with 16T fixed &amp; 16T FW cogs</td>
</tr>
<tr>
<td>BRAKESET</td>
<td>Tektro long-reach, dual-pivot brakes with Tektrp center-mount levers</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Jamis Vintage 26.0mm drop alloy handlebar, Jamis 3D forged stem, Jamis micro-adjust seatpost, Selle San Marco Ponza Power Arrowhead saddle</td>
</tr>
</tbody>
</table>

**Copper Pearl**
- Sizes: 47, 50, 53, 55, 57, 59, 62cm
- Weight: 22.00 lbs

**Monterey Grey**
BEATNIK

FRAME Hi-tensile steel with SST tubing diameters, double-tapered stays, rear entry dropouts with double eyelets
FORK Hi-tensile steel unicrown straight blade, forged dropouts single eyelets
WHEELS Alex ID19 double-wall rims, 32H, Formula alloy track front & rear flip-flop hubs, stainless steel spokes
TIRES Vittoria Zaffiro, 700 x 25c
DRIVETRAIN Forged alloy crankset, 46T with 16T fixed & 16T FW cogs, toe clips & straps
BRAKESET Tektro long-reach, dual-pivot brakes with Tektro levers
COCKPIT Jamis Urban Stoker alloy 25.4mm flat bar, Jamis 3D forged stem, Jamis alloy micro-adjust seatpost, Jamis Vintage saddle

White Shadow
Sizes: 47, 50, 53, 55, 57, 59, 62cm
Weight: 23.75 lbs
Alternative transportation has finally gone mainstream. Riding the bus is no longer a stigma, but doing the right thing. Hybrid cars aren’t just for the Birkenstock set, they’re the hip new status symbol of the enlightened. And bicycles have been rediscovered as an urban transportation solution.

We say it’s about time. Our first City and Street bikes were birthed in the 1980s, and while other manufacturers kicked theirs to the curb to follow the mountain bike craze, we stuck to our guns (and still managed to build some groundbreaking, race-winning MTBs). Our now long-lived Citizen, Commuter and Coda bikes enjoy the advantage of decades of continuous evolution, a loyal fan base, and the benefit of the latest components and frame technologies.

We’ll admit that any bike is better than a car for the inner city shuffle. But we’ll also tell you our commuter and fitness bikes are among the very best at getting you from here to there. We know what works, because we live the life. We ride, and that’s the very best inspiration and influence for city bikes.

We’re New Jersey and New York commuters and we know every side street and bike lane in the Five Boroughs, Brooklyn and Manhattan. We’re big fans and supporters of NYC’s Transportation Alternatives, we cheer every time they restripe a road to create more bike lanes, to give us our share of the road.

And we’re not alone. In New York City, the percentage growth of cyclists entering the city has been in double-digits every year the past five years. Neighboring Philly has seen 150% growth in bicycle commuting this last decade and now has twice as many cycling commuters per capita as any other big city in the country. Nation-wide, we’ve experienced a 64% increase in bicycle commuting since 1990. Road congestion is down nationwide, and we’d like to blame the bicycle for part of it. The bicycle commuter revolution is no longer an underground movement. It’s here. Now.

The bicycle is the new, low carbon-impact, low-cost way to get around. We always believed in it, but now that it’s hip we’re ready with some of the most refined, reliable, elegant pedal-powered transports on the planet.

Sever that fossil-fuel umbilical. Get with the program. Do some good for the planet, for your health. For all of us.

Let’s ride.
MORE THAN ALL BUSINESS

Commuter is the hip new in-town runabout for the enlightened, a way to bridge the gap between work and home, neighborhood errands and nearby locales.

The name might sound too pedestrian or businesslike, but don’t be fooled. Our Commuters may be designed for the business of shuttling you around town, but they’re much more than all-business. These are bikes that get you there with style and flair.

Full fenders, rear carriers, micro bells and pant guards (chainring-mounted pants guard on Commuter 2 and 1, full-length chainguard on Commuter 4 and 3) mean these bikes are ready for the inner city shuffle, to get you where you’re going so you arrive lookin’ good and with everything you need for the day. Big 700c tires mean less rolling resistance and a smoother ride; just dial in your revolutionary Nuvinci or reliable Shimano speed with the twist shifter, step down on those big-platform pedals with the no-slip inserts, and you’re practically there already.

Memory-foam padded Jamis Metro Sport saddles and anatomically shaped dual-density grips give you comfortable contact points, so commuting doesn’t beat you up and you’ll arrive refreshed and recharged.

Get there on a Commuter. Arrive in style.

**COMMUTER 4**

- **FRAME**: 6061 aluminum, sloping diamond frame design, IGH semi-horizontal dropouts, with carrier/fender eyelets
- **FORK**: Aluminum radiused blades with chromoly steerer, low rider bosses and single dropout eyelets
- **WHEELS**: Alex ID-19 double-wall 700c rims, 36H, Nuvinci N360 CVP rear and Formula alloy QR front hubs, stainless steel spokes
- **TIRES**: Vittoria Adventure Touring, 700 x 32c, with Rubber Shield puncture protection and reflective safety stripe
- **DRIVETRAIN**: Nuvinci N360 continuously variable planetary (CVP) transmission with Nuvinci N360 twist-shifter, forged alloy 42T crankset with pants guard
- **BRAKESET**: Tektro linear pull brakes with Tektro Tenera comfort levers
- **COCKPIT**: Swept-back ARC city bike bar, NVO Easy adjust stem, alloy micro-adjust seatpost, Jamis Metro Sport saddle with memory foam
- **ACCESSOIRES**: Alloy rear carrier with elastic luggage strap, full coverage/adjustable alloy fenders, full length BladeRunner chain guard, micro bell

**Monterey Grey**

- Sizes: 15”, 17”, 19”, 21”, 23”
- **Step-Over**: 34”, 38”
- **Weight**: 21.5 lbs
**COMMUTER 3**

**FRAME**
6061 aluminum, sloping diamond frame design, IGH semi-horizontal dropouts, with carrier/fender eyelets

**FORK**
Aluminum radiused blades with chromoly steerer, low rider bosses and single dropout eyelets

**WHEELS**
Alex ID-19 double-wall 700c rims, 36H, Shimano Nexus 7-speed internal rear & Formula alloy QR front hubs, stainless steel spokes

**TIRES**
Vittoria Adventure Touring, 700 x 32c, with Rubber Shield puncture protection and reflective safety stripe

**DRIVETRAIN**
Shimano Nexus 7-speed internal with Nexus RevoShift twist shifter, forged alloy 42T crankset with pants guard

**BRAKESET**
Tektro linear pull brakes with Tektro Tenera comfort levers

**COCKPIT**
Swept-back ARC city bike bar, Jamis Metro Sport saddle with memory foam

**ACCESSORIES**
Future Form full coverage/adjustable polycarbonate fenders, rear carrier with elastic luggage strap, full length BladeRunner chain guard, micro bell

**COMMUTER 2**

**FRAME**
6061 aluminum, sloping diamond frame design, forged vertical dropouts, with carrier/fender eyelets

**FORK**
Steel unicrown with radiused blades, low rider bosses and double dropout eyelets

**WHEELS**
Alex ID-19 double-wall 700c rims, 36H, Formula alloy front & rear cassette QR hubs, stainless steel spokes

**TIRES**
CST Marathon/Tour, 700 x 32c, with silver safety stripe

**DRIVETRAIN**
SRAM Via rear derailleur with SRAM Comp 8-speed GripShifter, forged alloy 42T crankset with pants guard

**BRAKESET**
Alloy direct pull brakes with Tektro Tenera comfort levers

**COCKPIT**
Swept-back ARC city bike bar, Jamis Metro Sport saddle with memory foam

**ACCESSORIES**
Future Form full coverage/adjustable polycarbonate fenders, rear carrier with elastic luggage strap and micro bell

**COMMUTER 1**

**FRAME**
Hi-Tensile steel frame, sloping design, rack/fender mounts, forged dropouts with double eyelets

**FORK**
Steel unicrown with radiused blades, low rider bosses and double dropout eyelets

**WHEELS**
Alex R1000 700c rims, 36H, Formula alloy front & rear QR hubs, stainless steel spokes

**TIRES**
CST Marathon/Tour, 700 x 32c, with silver safety stripe

**DRIVETRAIN**
Shimano Altus M310 rear derailleur, Shimano RevoShift RS43 7-speed twist shifters, forged alloy 44T crankset with pants guard

**BRAKESET**
Alloy direct pull brakes with Tektro comfort levers

**COCKPIT**
Swept-back Jamis ARC city bike bar, Jamis Metro Sport saddle

**ACCESSORIES**
Future Form full coverage/adjustable polycarbonate fenders, rear carrier with elastic luggage strap and micro bell
BEAT THE STREETS

Our Coda series of flat-handlebar road bikes has won us legions of fans over the years and an Editor’s Choice award from Bicycling Magazine in 2011 for good reason—they’re quick, they’re nimble, they’re durable and dependable, and they are a blast to ride. They’re basically road racing bikes without the racing emphasis—flat handlebars and intuitively easy-to-use controls mean near-zero intimidation, but you still get the benefit of elevated performance and incredible efficiency.

The Codas are designed to perform, with a frame welded from fabled Reynolds 520 double-butted chromoly steel. You get steel’s legendary supple, pavement-smoothing ride, accompanied by the zing of fantastic pedal response. Mash the pedals, flick through the gears, and experience the magic of absolutely dialed-in handling as you lead your Coda through corners via its gracefully curving fork.

This year’s Codas are even smoother riding than last years thanks to the wider 32c Vittoria Randonneur tires, which make for perfect all-weather riding around town. And we made sure this years Codas are still some of the most versatile two-wheelers we build, thanks to a full brace of rack, fender and lock eyelets and a broad gearing range suitable for most any terrain.

So get on board. Kit one out the way you want. And make this ride your own.

CODA ELITE

<table>
<thead>
<tr>
<th>FRAME</th>
<th>Reynolds 520 double-butted chromoly main tubes, double tapered chromoly stays, chainstay disc brake mount, fender &amp; carrier eyelets</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>Jamis full carbon composite radiused blade with low rider bosses and disc brake mount</td>
</tr>
<tr>
<td>WHEELS</td>
<td>Vittoria Randonneur, 700 x 32c, with Double Shielding puncture protection and reflective sidewalls</td>
</tr>
<tr>
<td>TIRES</td>
<td>Shimano Deore M591 rear &amp; Deore M590 front derailleurs, Alivio RapidFire Plus SL 27-speed shifters, Shimano M521 crankset with Octalink BB, 48/36/26</td>
</tr>
<tr>
<td>DRIVETRAIN</td>
<td>Avid BB7 mechanical disc disc brakes with 160mm rotors and Avid FR-5 levers</td>
</tr>
<tr>
<td>BRAKESET</td>
<td>Jamis alloy flat bar, NVO Components adjustable threadless system stem, alloy micro-adjust seat post, Selle San Marco SPID Arrowhead saddle</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Jamis alloy flat bar, NVO Components adjustable threadless system stem, alloy micro-adjust seat post, Selle San Marco Ischia Arrowhead saddle</td>
</tr>
</tbody>
</table>

Monteey Grey

Size: 15", 17", 19", 21", 23"  
Weight: 26.25 lbs
**CODA COMP**

**FRAME**
Reynolds 520 double-butted chromoly main tubes, double tapered chromoly stays, fender & carrier eyelets

**FORK**
Jamis full carbon composite radiused blade with low rider bosses and single dropout eyelet

**WHEELS**
Alex ID-19 double-wall rims, 32H, Shimano 2200 32H road hubs, stainless steel spokes

**TIRES**
Vittoria Randonneur, 700 x 32c, with Double Shielding puncture protection and reflective sidewalls

**DRIVETRAIN**
Shimano Deore rear & Alivio front derailleur, Alivio RapidFire Plus SL 27-speed shifters, Shimano M391 forged alloy crankset, 48/36/26

**BRAKESET**
Tektro alloy linear pull brakes with front modulator and Tektro alloy levers

**COCKPIT**
Jamis alloy flat bar, NVO Components adjustable threadless system stem, alloy micro-adjust seat post, Selle San Marco Elba saddle

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**CODA SPORT**

**FRAME**
Reynolds 520 double-butted chromoly main tubes, double tapered chromoly stays, fender & carrier eyelets

**FORK**
Chromoly radiused blade unicrown with low rider bosses and double eyelet dropout

**WHEELS**
Alex ID-19 double-wall rims, 32H, Formula 32H road hubs, stainless steel spokes

**TIRES**
Vittoria Randonneur, 700 x 32c, with Double Shielding puncture protection and reflective sidewalls

**DRIVETRAIN**
Shimano Acera rear & Altus front derailleur, Acera RapidFire Plus SL 24-speed shifters, Shimano Acera M361 forged alloy crankset, 48/38/28

**BRAKESET**
Tektro alloy linear pull brakes with front modulator and Tektro alloy levers

**COCKPIT**
Jamis alloy flat bar, NVO TM-3 adjustable threadless system stem, alloy micro-adjust seat post, Jamis Touring saddle
**FAST FITNESS**

Musically speaking, Allegro is quick and lively. Which is exactly the spirit of our Allegros: fitness bikes that are lively, quick, and seriously fun to ride.

Allegro sports a triple-butted 6061 aluminum alloy frame—geekspeak for lightweight, resilient and built to go the distance—with a geometry that’s razor sharp in corners and almost supernaturally quick in the sprints.

The flat-bar, upright seating posture gives you a commanding view that lets you see over traffic and pedestrians, and isn’t as tough on your back and neck as a drop-bar road racing machine.

Road racer-like 700c tires provide decreased rolling resistance and a smoother ride than common 26-inch tires, with the added security of Double Shield puncture protection—so you get zippy road feel, plus the added cushion of 32 mm-wide road rubber.

Factor in the comfort provided by stable road geometry, anatomically shaped dual-compound grips that fit your hand with cushioned comfort and a saddle that’s perfect (neither too hard nor too soft, neither too wide nor too narrow) and you’ve found your perfect fitness training partner.

**ALLEGRO ELITE**

| FRAME | 6061 custom butted aluminum tubing, radiused sloping top tube design, integrated head tube, internal rear brake cable routing, forged dropouts with single eyelet, replaceable hanger |
| FORK | Jamis full carbon composite straight blade composite with low rider bosses, forged dropouts and single eyelet |
| WHEELS | Shimano R500 wheelset, 20/24H, 24mm rim profile, R500 forged aluminum loose ball hubs with bladed stainless steel spokes |
| TIRES | Vittoria Randonneur, 700 x 32c with Double-Shield puncture protection and reflective sidewall stripes |
| DRIVETRAIN | Shimano Tiagra derailleurs front & rear, Tiagra 20-speed flat bar shifters, FSA Vero Compact crankset, 50/34 |
| BRAKESET | Tektro RX-1 mini direct pull brakes with front modulator and Tektro RX-levers |
| COCKPIT | Jamis flat alloy street bar, NVO TM-3 adjustable threadless system stem, Jamis alloy micro-adjust seat post, Selle San Marco Elba Saddle |

Gloss black
Sizes: 15", 17", 19", 21", 23"
Weight: 24.00 lbs
### Allegro Comp

<table>
<thead>
<tr>
<th>FRAME</th>
<th>6061 custom butted aluminum tubing, radiused sloping top tube design, integrated head tube, internal rear brake cable routing, forged dropouts with single eyelet, replaceable hanger</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>Jamis full carbon composite straight blade composite with low rider bosses, forged dropouts and single eyelet</td>
</tr>
<tr>
<td>WHEELS</td>
<td>Alex ID19 double wall aluminum rims, 28/32H, Formula alloy road hubs, stainless steel spokes</td>
</tr>
<tr>
<td>TIRES</td>
<td>Vittoria Randonneur, 700 x 32c with Double-Shield puncture protection and reflective sidewall safety stripes</td>
</tr>
<tr>
<td>DRIVETRAIN</td>
<td>Shimano Sora front &amp; rear derailleurs, Shimano ST-R440 18-speed flat-bar shifters, FSA Tempo Compact crankset, 50/34</td>
</tr>
<tr>
<td>BRAKESET</td>
<td>Tektro RX-1 mini-direct pull brakes with front modulator and Shimano ST-R440 levers</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Jamis flat alloy street bar, NIVI easy-adjust stem, Jamis alloy micro-adjust seat post, Selle San Marco Elba Saddle</td>
</tr>
</tbody>
</table>

### Allegro Sport

<table>
<thead>
<tr>
<th>FRAME</th>
<th>6061 custom butted aluminum tubing, radiused sloping top tube design, integrated head tube, internal rear brake cable routing, forged dropouts with single eyelet, replaceable hanger</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>Chromoly straight blade uniscrew with low rider bosses, forged dropouts with single eyelet</td>
</tr>
<tr>
<td>WHEELS</td>
<td>Alex ID19 double wall aluminum rims, Formula alloy road hubs, stainless steel spokes</td>
</tr>
<tr>
<td>TIRES</td>
<td>Vittoria Randonneur, 700 x 32c with Double-Shield puncture protection</td>
</tr>
<tr>
<td>DRIVETRAIN</td>
<td>Shimano RD-2300 rear &amp; R443 front derailleurs, Shimano ST-R221 24-speed shifters, FSA forged alloy crankset with sealed cartridge BB, 50/34</td>
</tr>
<tr>
<td>BRAKESET</td>
<td>Tektro RX-1 mini-direct pull brakes with front modulator and Shimano ST-R221 levers</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Jamis flat alloy street bar, Jamis Trekking alloy stem, Jamis alloy micro-adjust seat post, Jamis Touring saddle</td>
</tr>
</tbody>
</table>
FIT FOR FITNESS

Our women’s Allegros marry the quick-and-lively feel of the men’s Allegros with our proven women’s geometry, so they’ll fit your body properly, for more comfort and efficiency. This isn’t a dumbed-down mountain bike or bottom-tier road bike—this is a performance bike that’s the best fitness partner a girl could want.

Allegro Femme frames feature an upright seating posture, reducing neck and back strain while giving you clear see-over-traffic perspective. It’s the same lightweight aluminum alloy construction as the standard Allegro, but dimensionally tweaked for a woman’s general preference for a slightly shorter front triangle.

We kit our Allegro Femmes out with properly proportioned grips and saddles, so our bikes fit your physique. The anatomically shaped grips fall readily to hand, your fingers drape naturally over the brake levers and shifters, and you’re squarely in the perfectly positioned driver’s seat. Just click through the gears, and you’re under way.

Allegro fits your on-the-go fitness lifestyle, taking you places—to the store, to the gym, to the market. And to a fitter, better you.

ALLEGRO ELITE

<table>
<thead>
<tr>
<th>FRAME</th>
<th>6061 custom butted aluminum tubing, Femme geometry, radiused sloping top tube design, integrated head tube, internal rear brake cable routing, forged dropouts with single eyelet, replaceable hanger</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>Jamis full carbon composite straight blade composite with low rider bosses, forged dropouts and single eyelet</td>
</tr>
<tr>
<td>WHEELS</td>
<td>Shimano RS500 wheelset, 20/24H, 24mm rim profile, RS500 forged aluminum loose ball hubs with bladed stainless steel spokes</td>
</tr>
<tr>
<td>TIRES</td>
<td>Vittoria Randonneur, 700 x 32c with Double-Shield puncture protection and reflective sidewall stripes</td>
</tr>
<tr>
<td>DRIVETRAIN</td>
<td>Shimano Tiagra derailleurs front &amp; rear, Tiagra 20-speed flat bar shifters, FSA Vero Compact crankset, 50/34</td>
</tr>
<tr>
<td>BRAKESET</td>
<td>Tektro RX-1 mini direct pull brakes with front modulator and Tektro RX-1 levers</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Jamis flat alloy street bar, NVO TM-3 adjustable threadless system stem, Jamis alloy micro-adjust seat post, Selle San Marco Elba Saddle</td>
</tr>
</tbody>
</table>

Gloss Black

Sizes: 14", 16", 18"

Weight: 23.75 lbs
ALLEGRO COMP

FRAME
6061 custom butted aluminum tubing, Femme geometry, radiused sloping top tube design, integrated head tube, internal rear brake cable routing, forged dropouts with single eyelet, replaceable hanger

FORK
Jamis full carbon composite straight blade composite with low rider bosses, forged dropouts and single eyelet

WHEELS
Alex ID19 double wall aluminum rims, 28/32H, Formula alloy road hubs, stainless steel spokes

TIRES
Vittoria Randonneur, 700 x 32c with Double-Shield puncture protection and reflective sidewall safety stripes

DRIVETRAIN
Shimano Sora front & rear derailleur, Shimano ST-R440 18-speed flat-bar shifters, FSA Tempo Compact crankset, 50/34

BRAKESET
Tektro RX-1 mini-direct pull brakes with front modulator and Shimano ST-R440 levers

COCKPIT
Jamis flat alloy street bar, NVO easy-adjust stem, Jamis alloy micro-adjust seat post, Selle San Marco Elba Saddle

Pearl White
Sizes: 14", 16", 18"
Weight: 24.25 lbs

ALLEGRO SPORT

FRAME
6061 custom butted aluminum tubing, Femme geometry, radiused sloping top tube design, integrated head tube, internal rear brake cable routing, forged dropouts with single eyelet, replaceable hanger

FORK
Chromoly straight blade unicrown with low rider bosses, forged dropouts with single eyelet

WHEELS
Alex ID19 double wall aluminum rims, Formula alloy road hubs, stainless steel spokes

TIRES
Vittoria Randonneur, 700 x 32c with Double-Shield puncture protection

DRIVETRAIN
Shimano RD-2300 rear & R443 front derailleurs, Shimano ST-R221 24-speed flat-bar shifters, FSA forged alloy crankset with sealed cartridge BB, 48/38/28

BRAKESET
Tektro RX-1 mini-direct pull brakes with front modulator and Shimano ST-R221 levers

COCKPIT
Jamis flat alloy street bar, NVO easy-adjust stem, Jamis alloy micro-adjust seat post, Selle San Marco Elba Saddle

Pearl Blue
Sizes: 14", 16", 18"
Weight: 25.50 lbs
If you chase goals with ambition, if you take things to extremes (and you know just what we’re talkin’ about), Allegro X is your exercise bike, the antidote to boring indoor trainers.

Allegro X is the pumped-up version of our Allegro fitness bikes. Think more. More gearing range, to take on steeper hills and tougher terrain. Wider tires, with a trail-capable tread for access to more riding areas. Disc brakes and a suspension fork, for off-road exploration and off-pavement adventure.

Allegro X is super capable, but it’s not super intimidating. It’s set up with an upright posture that’s easier on your neck and back than a full-blown race or XC mountain bike. The shifters are intuitively easy to use, there’s plenty of low gearing for climbs and ample high gearing for descents. And the disc brakes give you the confidence of powerful stops at the squeeze of a finger.

In short, the Allegro X gives you want you need to be a weekend hero, seven days a week.

**ALLEGRO X ELITE**

| FRAME | 6061 custom butted aluminum tubing, radiused sloping top tube design, integrated head tube, chainstay disc brake caliper mount, replaceable derailleur hanger |
| FORK | SR/SunTour NCX-E-LO, coil-spring suspension with hydraulic rebound damping, speed lockout, preload adjust, magnesium lowers, 63mm travel |
| WHEELS | Alex DC25 double-wall/disc-specific alloy rims, 32H, Shimano M435 Center Lock disc hubs, stainless steel spokes. |
| TIRES | Vittoria Adventure Trail, 700 x 38c, with Rubber-Shield puncture protection and reflective safety stripe |
| DRIVETRAIN | Shimano Deore LX rear & Alivio front derailleurs, Deore RapidFire Plus SL 27-speed shifters, Shimano Acera M391 crankset with Octalink BB, 48/36/26 |
| BRAKESET | Shimano M445 hydraulic disc brakes with 160mm Center Lock rotors |
| COCKPIT | Jamis double-butted alloy riser bar, NVO forged easy-adjust stem, Jamis alloy 31.6mm micro-adjust seat post, Selle San Marco Elba Saddle |

Sand

Sizes: 15", 17", 19", 21", 23"

Weight: 29.00 lbs
ALLEGRO X COMP

FRAME
6061 custom butted aluminum tubing, radiused sloping top tube design, integrated head tube, chainstay disc brake caliper mount, replaceable derailleur hanger

FORK
SR/SunTour XV-X-D-MLO, coil spring suspension with hydraulic damping, mechanical lock-out and adjustable preload, aluminum crown & lowers, 63mm travel

WHEELS
Allegro X Comp Double-Wall/Disc-Specific rims, 32H, Formula 6-bolt disc hubs, stainless steel spokes

TIRES
Vittoria Adventure Trail, 700 x 38c with Rubber-Shield puncture protection and reflective safety stripe

DRIVETRAIN
Shimano Altus M310 front & rear derailleurs, Acera RapidFire Plus SL 24-speed shifters, Shimano M311 crankset, 48/38/28

BRAKESET
Tektro T9 mechanical disc brakes with 160mm rotors and Tektro levers

COCKPIT
Jamis double butted alloy riser bar, Jamis Trekking alloy stem, Jamis Touring saddle

ALLEGRO X SPORT

FRAME
6061 custom butted aluminum tubing, radiused sloping top tube design, integrated head tube, chainstay disc brake caliper mount, replaceable derailleur hanger

FORK
SR/SunTour XV-X-D-MLO, coil spring suspension with hydraulic damping, mechanical lock-out and adjustable preload, aluminum crown & lowers, 63mm travel

WHEELS
Allegro X Sport Double-Wall/Disc-Specific rims, 32H, with Formula disc hubs, stainless steel spokes

TIRES
Vittoria Adventure Trail, 700 x 38c with Rubber-Shield puncture protection and reflective safety stripe

DRIVETRAIN
Shimano Altus M310 front & rear derailleurs, Altus M310 RapidFire Plus SL 24-speed shifters, Shimano M311 crankset, 48/38/28

BRAKESET
Tektro T9 mechanical disc brakes with 160mm rotors and Tektro levers

COCKPIT
Jamis double butted alloy riser bar, Jamis Trekking alloy stem, Jamis alloy micro-adjust seat post, Jamis Touring saddle
There’s been a lot of talk in the mainstream press about how people are rediscovering the basics, trying to simplify their lives with a newfound emphasis on quality over flash. To which we’d like to add: Remember how simple it was to just get on a bike and just…go? And how fun it was? We’re talking about no-batteries-required, timelessly simple fun.

There’s no shortage of reasons why now is the perfect time to get back on a bike—gas is headed towards four bucks a gallon, you need to exercise, your kids have been asking tough-to-answer questions about your family’s carbon footprint and natural resources, the list is endless. But frankly, there’s only one item that needs to be on that list—and it’s on everyone’s list: Riding is Fun.

Sure, it’s been awhile. But that’s the beauty of it—you’re coming back into the fold with a fresh perspective, it’s all going to feel new and exciting. And with today’s bike technology, it really is new and exciting. These are not your childhood bikes—they’re the easiest-to-ride bikes we’ve ever designed (excepting our amazing kids’ bikes), and we make full use of the latest technology to make riding as comfortable and easy as possible. If anything, these bikes are even more fun than riding was in your time-polished memories.

We use memory foam saddles and adjustable-angle or hi-rise handlebar stems for comfort, with controls that are intuitively simple to use, positioned at your literal fingertips. Throw in smooth-rolling tires, easy-to-use brakes and a bevy of gearing options that make pedaling easy and you get bikes that extend your pedaling range while effectively shrinking your neighborhood at the same time.

Riding a bike puts you back in touch with your surroundings, with an immediacy that’s unmatched. You’re right there, bathed in smells, sounds and tactile sensation. You’re immersed, experiencing your locale firsthand instead of peering at your neighbors through electrically operated tinted glass, breathing climate-controlled air, listening to recorded surround sound playback as you roll along in an iron box. Riding a bike saturates the senses in a way cars cannot match. It’s a full-body recharge.

And riding puts you in touch with the people you ride with. Family. Friends. Your kids. Every ride is a shared adventure, a chance to bond over something real, instead of piped-in images on a widescreen plasma display. It’s a chance to play together, for real, instead by proxy with electronic avatars and a console.

Going basic on a bike doesn’t mean zero frills, either. Emphasize simplicity with our single-speed Boss or Earth Cruisers, get some multi-speed versatility with our Citizens and Explorers, or try out our hip Hudsons. They’re all good for what ails you.

Simplify. Ride. And renew.
Our Hudson Sport bikes combine the best of what we know with the latest in what bicyclists want. The result is a revolutionary new riding position with gorgeously clean styling that turns heads everywhere you ride.

Based upon our extremely popular, tried-and-true Explorer platform, the Hudson moves the seat back over the rear wheel and lowers the chassis for a more relaxed riding position that puts the ground just a foot-dab away.

But we wanted something sexier than the traditional double-triangle design of the Explorer, so we lifted some of the flowing silhouettes from our award-winning mountain and road bikes, giving emphasis with swooping, curving frame tubes that show just how gorgeously simple a good design can be.

We didn’t scrimp on the amenities, either. The SX version offers front suspension for soaking up potholes and speed bumps. Both Sport models feature oversize tires and state-of-the-art saddles and grips that load you up with comfort without overloading the Hudson with unnecessary frills and accoutrements, so you get a ride that’s plush without feeling overstuffed.

In other words, it’s a whole new level in stylish comfort. And a whole new way to experience riding.

**Hudson Sport SX**

<table>
<thead>
<tr>
<th>FRAME</th>
<th>6061 TiG-welded aluminum, Hudson Laid-back design with low ride height, internal cable routing, replaceable derailleur hanger</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>SR Suntour NX-4600-V2, alloy crown and sliders, coil spring with external preload adjustor and lock-out, 63mm travel</td>
</tr>
<tr>
<td>WHEELS</td>
<td>Alex C1000 alloy rims, 36H, Formula alloy QR hubs, 14g black stainless steel spokes</td>
</tr>
<tr>
<td>TIRES</td>
<td>Jamis Sport Comfort, 26 x 1.95”, skinwall</td>
</tr>
<tr>
<td>DRIVETRAIN</td>
<td>Shimano TX55 rear derailleur, Shimano Revoshift 7-speed twist-shifter, forged alloy crankset, 42T, with full length chainguard</td>
</tr>
<tr>
<td>BRAKESET</td>
<td>Tektro forged alloy direct pull brakes with Tektro alloy comfort levers</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Hi-rise comfort bar, short-reach/long quill alloy stem, alloy micro-adjust seatpost, Jamis Comfort saddle with memory foam &amp; bumper springs</td>
</tr>
</tbody>
</table>

**Colors:**
- Gloss Black
- White Shadow

**Sizes:**
- S (13"), M (15"), L (18"), XL (21"

**Weight:**
- 31.25 lbs
Hudson Sport SX Step-Thru

FRAME
6061 TIG-welded aluminum, Hudson laid-back design with low ride height, internal cable routing, replaceable derailleur hanger

FORK
SR Suntour NEX4600-V2, alloy crown and sliders, coil spring with external preload adjustor and lock-out, 63mm travel

WHEELS
Alex CX010 alloy rims, 36H, Shimano Nexus-7 rear and Formula alloy front QR hubs, 14g black stainless steel spokes

TIRES
Jamis Sport Comfort, 26 x 1.95", skinwall

DRIVE TRAIN
Shimano TX55 rear derailleur, Shimano Revoshift 7-speed twist-shifter, forged alloy crankset, 42T, with full length chainguard

BRAKESET
Tektro forged aluminum direct pull brakes with Tektro alloy comfort levers

COCKPIT
Hi-rise comfort bar, short-reach/long quill alloy stem, alloy micro-adjust seatpost, Jamis Comfort saddle with memory foam & bumper springs

Hudson Sport

FRAME
6061 TIG-welded aluminum, Hudson laid-back design with low ride height, internal cable routing, replaceable derailleur hanger

FORK
Hi-tensile unicrown with radiused blades

WHEELS
Alex CX010 alloy rims, 36H, Shimano Nexus-7 rear and Formula alloy front QR hubs, 14g black stainless steel spokes

TIRES
Jamis Sport Comfort, 26 x 1.95", skinwall or whitewall

DRIVE TRAIN
Shimano TX55 rear derailleur, Shimano Revoshift 7-speed twist-shifter, forged alloy crankset, 42T, with pants guard & full-length chainguard

BRAKESET
Tektro forged alloy direct pull brakes with Tektro alloy comfort levers

COCKPIT
Hi-rise comfort bar, short-reach/long quill alloy stem, alloy micro-adjust seatpost, Jamis Comfort saddle with memory foam & bumper springs

Hudson Sport Step-Thru

FRAME
6061 TIG-welded aluminum, Hudson laid-back design with low ride height, internal cable routing, replaceable derailleur hanger

FORK
Hi-tensile unicrown with radiused blades

WHEELS
Alex CX010 alloy rims, 36H, Shimano Nexus-7 rear and Formula alloy front QR hubs, 14g black stainless steel spokes

TIRES
Jamis Sport Comfort, 26 x 1.95", skinwall or whitewall

DRIVE TRAIN
Shimano TX55 rear derailleur, Shimano Revoshift 7-speed twist-shifter, forged alloy crankset, 42T, with pants guard & full-length chainguard

BRAKESET
Tektro forged alloy direct pull brakes with Tektro alloy comfort levers

COCKPIT
Hi-rise comfort bar, short-reach/long quill alloy stem, alloy micro-adjust seatpost, Jamis Comfort saddle with memory foam & bumper springs
EASY GOIN’

The introduction of our Hudsons last year was such a success, we’ve added 3-speed and single-speed coaster-brake versions this year called Easy. As friendly to ride as the Sport versions, but with even simpler braking and shifting operation.

Our step-through versions are especially easy to mount up and ride. You just lift your foot, step through the frame, settle into the saddle and you’re underway before you know it. This step-through design really emphasizes the Hudson’s already lowered and lengthened frame, with stability that zeroes out any possibility for intimidation. If you haven’t ridden in years, if you’re the least bit apprehensive about pedaling again, or if hip mobility issues make swinging your leg over the rear wheel to get on the saddle a challenge, this is like the warm, fluffy puppy of bicycles—impossibly friendly and eager to welcome you home.

With two gearing options – single-speed or Shimano classic three-speed – and a traditional back-pedal coaster-brake, the Hudson Easys are as elegantly simple and easy to ride as a bicycle can possibly be. And they’re sleek and stylish, as trendsetting as they are timelessly cool.

This is how riding is supposed to feel. Easy.

HUDSON EASY 3

| FRAME | 6061 TIG-welded aluminum, Hudson laid-back design with low ride height, internal cable routing, replaceable derailleur hanger |
| FORK | Hi-tensile unicycle with radiused blades |
| WHEELS | Alex C1000 alloy rims, 36H, Shimano Nexus-3 rear with 22t cog and Formula alloy front QR hubs, 14g black stainless steel spokes |
| TIRES | Jamis Sport Comfort, 26 x 1.95”, skinwall or whitewall |
| DRIVETRAIN | Shimano Nexus-3 internal gear hub, Shimano Nexus Revoshift 3-speed shifters, forged alloy crank, 42T, with pants guard & full-length chainguard |
| BRAKESET | Shimano rear coaster brake |
| COCKPIT | Hi-rise comfort bar, short-reach/long quill alloy stem, alloy micro-adjust seatpost, Jamis Comfort saddle with memory foam & bumper springs |

- Electric Blue
- Gloss Black

Sizes: S (18”), M (19”), L (20”), XL (21”)
Weight: 29.75 lbs
HUDSON EASY 3 STEP-THRU

FRAME
6061 TIG-welded aluminum, Hudson laid-back design with low ride height, internal cable routing, replaceable derailleur hanger

FORK
Hi-tensile unicrown with radiused blades

WHEELS
Alex Cx100 alloy rims, 364, Shimano Nexus-3 rear with 22t cog and Formula alloy front QR hubs, 14g black stainless steel spokes

TIRES
Jamis Sport Comfort, 26 x 1.95", skinwall or whitewall

DRIVETRAIN
Shimano Nexus-3 internal gear hub, Shimano Nexus RevoShift 3-speed shifters, forged alloy crank, 42T, with pants guard & full-length chainguard

BRAKESET
Shimano rear coaster brake

COCKPIT
Hi-rise comfort bar, short-reach/long quill alloy stem, alloy micro-adjust seatpost, Jamis Comfort saddle with memory foam & bumper springs

Lemonade
Sizes: S (24"), M (27")
Weight: 29.75 lbs

HUDSON EASY

FRAME
6061 TIG-welded aluminum, Hudson laid-back design with low ride height, internal cable routing, replaceable derailleur hanger

FORK
Hi-tensile unicrown with radiused blades

WHEELS
Alex Cx100 alloy rims, 364, Formula alloy QR hubs, 14g black stainless steel spokes

TIRES
Jamis Sport Comfort, 26 x 1.95", skinwall or whitewall

DRIVETRAIN
Alloy cotterless crank & 42T chainwheel with pants guard & full-length chainguard, 18t single-speed rear cog, cruiser comfort pedals with TPE non-slip insert

BRAKESET
Hi-Stop rear coaster brake

COCKPIT
Hi-rise comfort bar, short-reach/long quill alloy stem, alloy micro-adjust seatpost, Jamis Comfort saddle with memory foam & bumper springs

Kiwi
Sizes: S (24"), M (27"), L (29"), XL (27")
Weight: 26.75 lbs

HUDSON EASY STEP-THRU

FRAME
6061 TIG-welded aluminum, Hudson laid-back design with low ride height, internal cable routing, replaceable derailleur hanger

FORK
Hi-tensile unicrown with radiused blades

WHEELS
Alex Cx100 alloy rims, 364, Formula alloy QR hubs, 14g black stainless steel spokes

TIRES
Jamis Sport Comfort, 26 x 1.95", skinwall or whitewall

DRIVETRAIN
Alloy cotterless crank & 42T chainwheel with pants guard & full-length chainguard, 18t single-speed rear cog, cruiser comfort pedals with TPE non-slip insert

BRAKESET
Hi-Stop rear coaster brake

COCKPIT
Hi-rise comfort bar, short-reach/long quill alloy stem, alloy micro-adjust seatpost, Jamis Comfort saddle with bumper springs

Darqui Blue
Sizes: S (24"), M (27")
Weight: 26.75 lbs

Electric Blue

Sage

Electric Blue

Gloss Black

Victory Red
The Citizen, one of our perennial favorites, a bike that squarely splits the difference between comfort and practicality, was re-designed for 2011 and the response was resoundingly all thumbs up.

Taking some styling cues from the smooth, sexy lines of the Hudson, we gave the Citizen a sleekly arcing top tube for the Men’s frames, with the women’s frames receiving double S-bend tubes for a swoopy step-through frame that’s easy to hop aboard, and preserves the Citizen’s reputation for being well-mannered and easy to handle.

Citizens were born-and-bred 25 years ago as street bikes and they remain so today, with large-diameter 700c wheels that reduce rolling resistance and help you keep your speed (plus they smooth bumps and potholes better than 26” mountain bike-derived wheels). Every Citizen is fully geared with 21 or 24-speed full Shimano drivetrains that assure crisp shifts for efficient and controlled pedaling no matter the incline or decline. And we help you keep your cool with memory foam saddles, dual-density grips and suspension seatposts that provide plush comfort at all your contact points—we even spec brake levers with slip-resistant, shock-absorbing inserts at the contact points.

Speedy comfort. It’s what you deserve.

**CITIZEN 3**

| FRAME | 6061 TIG-welded aluminum, radius-ed-sloping diamond frame design and uni-sex step-thru frame design, with fender & carrier eyelets, replaceable derailleur hanger |
| FORK  | RST NEON-PLS-MLO suspension, coil spring & MCU, external preload adjustment, mechanical lockout, 60mm travel |
| WHEELS| Alex ID-19 double wall alloy rims with GSW sidewall, 36H, Formula alloy hubs with QR and 14g stainless steel spokes |
| TIRES | Vittoria Adventure Touring with Rubber Shielding puncture protection and reflective sidewall, 700 x 35c (ETRTO 37mm) |
| DRIVETRAIN | Shimano Acera rear & Altus front derailleurs, Acera RapidFire Plus 24-speed shifters, Shimano M171 triple crankset, 48/38/28, with pants guard |
| BRAKESET | Tektro alloy direct pull brakes with front modulator and Tektro comfort levers |
| COCKPIT | Hi-rise comfort bar, adjustable-rise alloy stem, suspension seatpost, Jamis Comfort saddle |
CITIZEN 2

FRAME
6061 TIG-welded aluminum, radiused-sloping diamond frame design and uni-sex step-thru frame design, with fender & carrier eyelets, replaceable derailleur hanger

FORK
RST 777, MCU/coil-spring suspension, external preload adjustable, 50mm travel

WHEELS
Weinmann ZAC19 double-wall alloy 700c rims, 36H, Formula alloy hubs with QR, stainless steel spokes

TIRES
CST Marathon Tour, 700 x 38c, with silver safety stripe

DRIVE TRAIN
Shimano Altus M310 rear & M191 front derailleurs, Shimano RevoShift 21-speed twist-shifters, Shimano M171 forged alloy triple crankset, 48/38/28, with pants guard

BRAKE SET
Forged alloy direct pull brakes with Tektro Tenera comfort levers

COCKPIT
Hi-rise comfort bar, adjustable-rise alloy stem, suspension seatpost, Jamis Comfort saddle

CITIZEN 3 STEP-THRU

FRAME
6061 TIG-welded aluminum, radiused-sloping diamond frame design and uni-sex step-thru frame design, with fender & carrier eyelets

FORK
Hi-tensile steel unicrown with straight blade and double dropout eyelets

WHEELS
Weinmann ZAC19 double-wall alloy 700c rims, 36H, Formula alloy hubs with QR, stainless steel spokes

TIRES
CST Marathon Tour, 700 x 38c, with silver safety stripe

DRIVE TRAIN
Shimano TX55 rear & TX51 front derailleurs, Shimano RevoShift 21-speed twist-shifters, Shimano M131 forged alloy triple crankset, 48/38/28, with pants guard

BRAKE SET
Forged alloy direct pull brakes with Tektro Tenera comfort levers

COCKPIT
Hi-rise comfort bar, adjustable-rise alloy stem, suspension seatpost, Jamis Comfort saddle

CITIZEN 1 STEP-THRU

FRAME
Hi-tensile steel, radiused-sloping diamond frame design and uni-sex step-thru frame design, with fender & carrier eyelets

FORK
Hi-tensile steel unicrown with straight blade and double dropout eyelets

WHEELS
Alex alloy 700c rims, 36H, Formula alloy hubs with QR, stainless steel spokes

TIRES
CST Marathon Tour, 700 x 38c, with silver safety stripe

DRIVE TRAIN
Shimano TX55 rear & TX51 front derailleurs, Shimano RevoShift 21-speed twist-shifters, Shimano M131 forged alloy triple crankset, 48/38/28, with pants guard

BRAKE SET
Forged alloy direct pull brakes with Tektro Tenera comfort levers

COCKPIT
Hi-rise comfort bar, hi-rise stem with alloy bar clamp, suspension seatpost, Jamis Comfort saddle

CITIZEN 2 STEP-THRU

FRAME
6061 TIG-welded aluminum, radiused-sloping diamond frame design and uni-sex step-thru frame design, with fender & carrier eyelets, replaceable derailleur hanger

FORK
RST 777, MCU/coil-spring suspension, external preload adjustable, 50mm travel

WHEELS
Weinmann ZAC19 double-wall alloy 700c rims, 36H, Formula alloy hubs with QR, stainless steel spokes

TIRES
CST Marathon Tour, 700 x 38c, with silver safety stripe

DRIVE TRAIN
Shimano Altus M310 rear & M191 front derailleurs, Shimano RevoShift 21-speed twist-shifters, Shimano M171 forged alloy triple crankset, 48/38/28, with pants guard

BRAKE SET
Forged alloy direct pull brakes with Tektro Tenera comfort levers

COCKPIT
Hi-rise comfort bar, adjustable-rise alloy stem, suspension seatpost, Jamis Comfort saddle
We’ve always bristled at the term “comfort bikes,” which conjures up something overweight and overstuffed, like a sofa (and let’s face it, that’s how they’re designed by some of our competitors). We’ve always treated our comfort bikes like bicycles, which are still the most efficient transportation devices yet invented. And maybe that’s why our Explorers sell out every single year.

We focus on making our Explorers easy to ride, as maintenance-free as possible, and focus on pedaling efficiency without shortcutting comfort.

This year’s crop of Explorers are even more affordable than before, to take the sting out of your wallet the way the memory foam saddle, smooth-rolling Sport-Comfort tires and suspension forks take the sting out of the occasional pothole. Yet they’re still among the lightest bikes in their class, with alloy wheels and simple twist-to-shift gearing that helps them accelerate smartly.

Explorers provide comfort without compromising the bicycle’s inherent utility and efficiency, so they’re speedy and fun. And that’s what cycling’s supposed to be all about.

### EXPLORER 2

<table>
<thead>
<tr>
<th>FRAME</th>
<th>6061 TIG-welded aluminum, sport comfort design with low-standover/upright ride position, replaceable derailleur hanger</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORK</td>
<td>RST 191-T, MCU/coil spring suspension with external preload adjustor, 80mm travel</td>
</tr>
<tr>
<td>WHEELS</td>
<td>Alex DC25 double-wall rims, 36H; Formula sealed alloy hubs with QR, 14g stainless steel spokes</td>
</tr>
<tr>
<td>TIRES</td>
<td>Jamis Sport Comfort, 26 x 1.95&quot;, with silver stripe</td>
</tr>
<tr>
<td>DRIVETRAIN</td>
<td>Shimano Altus M310 rear &amp; M191 front derailleur, Shimano Revoshift shifters, 21-speed, Shimano M71 forged alloy crank, 48/38/28T, with pants guard</td>
</tr>
<tr>
<td>BRAKESET</td>
<td>Tektro forged alloy direct pull brakes with Tektro Tenera alloy levers</td>
</tr>
<tr>
<td>COCKPIT</td>
<td>Hi-rise comfort bar, hi-rise stem, suspension seatpost, Jamis Comfort saddle with memory foam &amp; bumper springs</td>
</tr>
</tbody>
</table>

Size: Standard: S (13"), M (15"), L (18"), SL (21"), Step-Oven: S (14"), M (17"

Weight: 33.25 lbs
EXPLORER 1

| FRAME | Sport comfort design, hi-tensile steel with low-standover/upright ride position
| FORK | XC Suspension, coil spring, alloy crown, 60mm travel
| WHEELS | Alex C1000 alloy silver anodized rims, 36H, with Formula alloy sealed hubs, QR front and rear, 14g stainless steel spokes
| TIRES | Jamis Sport Comfort 26 x 1.95", with silver stripe
| DRIVETRAIN | SRAM X 1 rear derailleur, SRAM 3.0 Gripshifter, 7-speed, forged alloy crank, 44T, with pants guard
| BRAKESET | Forged alloy direct pull brakes with Tektro Tenera comfort levers
| COCKPIT | Hi-rise comfort bar, adjustable-rise alloy stem, suspension seatpost, Jamis Comfort saddle with bumper springs

EXPLORER 2 STEP-OVER

| FRAME | Sport comfort design, hi-tensile steel with low-standover/upright ride position
| FORK | XC Suspension, coil spring, alloy crown, 60mm travel
| WHEELS | Alex C1000 alloy silver anodized rims, 36H, with Formula alloy sealed hubs, QR front and rear, 14g stainless steel spokes
| TIRES | Jamis Sport Comfort 26 x 1.95", with silver stripe
| DRIVETRAIN | SRAM X 1 rear derailleur, SRAM 3.0 Gripshifter, 7-speed, forged alloy crank, 44T, with pants guard
| BRAKESET | Forged alloy direct pull brakes with Tektro Tenera comfort levers
| COCKPIT | Hi-rise comfort bar, adjustable-rise alloy stem, suspension seatpost, Jamis Comfort saddle with bumper springs

Sizes: Standard: S (13”), M (15”), L (18”), SL (21”), Step-Over: S (14”), M (17”)
Weight: 34.50 lbs
TIMELESS CLASSIC, ENDLESS FUN

We took the very best elements of the classic beach cruiser—balloon tires, a relaxed upright seating position, timeless classic styling—and modernized them. So instead of a heavy, klunky bike that’s more fun to look at than ride, our Earth Cruisers are easier to ride, easier to pedal, more durable and waaaay more fun, while preserving all the streetwise style of those shiny 1950s cruisers.

Features like lightweight alloy rims, road-smoothing comfort tread tires and memory foam saddles make these faster, more comfy rides than their historical forbears. You can even have a rustproof, lightweight aluminum frame on Earth Cruiser 3 and 1, with the added versatility of a 3-speed internally-gearied drivetrain and coaster brake.

Earth Cruisers aren’t throwbacks. They’re 21st Century updates of modern classics. Only better.

EARTH CRUISER 3

| FRAME  | 6061 PG aluminum main tubes, contemporary cruiser design, with chain guard and alloy kickstand |
| FORK   | Hi-Tensile steel uniforn with straight blades |
| WHEELS | Alex Zuma 26 x 1.75” with alloy front & Shimano 3-speed coaster brake rear hubs, 14g stainless steel spokes |
| TIRES  | Jamis Cruiser with comfort tread, 26 x 2.125”, blackwall with silver stripe |
| DRIVETRAIN | Shimano Nexus 3-speed rear hub with 23t cog, alloy cotterless crank with alloy compact disc 44T chainwheel, alloy comfort pedals with TPE non-slip insert |
| BRAKESET | Shimano rear coaster brake |
| COCKPIT | Jamis Cruise Control Comfort bar, long quill alloy stem, micro-adjust alloy seat post, Earth Cruiser comfort saddle |
EARTH CRUISER 1

FRAME
6061 PG aluminum main tubes, contemporary cruiser design, with chain guard and alloy kickstand

FORK
Hi-Tensile steel unicrown with straight blades

WHEELS
Alex Zuma 26 x 1.75" with alloy front & Hi-Stop coaster brake rear hubs, 14g stainless steel spokes

TIRES
Jamis Cruiser with comfort tread, 26 x 2.125", blackwall with silver stripe

DRIVETRAIN
Alloy cotterless crank with alloy compact disc 44T chainwheel, 18t rear cog, cruiser comfort pedals with TPE non-slip insert

BRAKESET
Hi-Stop rear coaster brake

COCKPIT
Jamis Cruise Control Comfort bar, long quill alloy stem, micro-adjust alloy seat post, Earth Cruiser comfort saddle

EARTH CRUISER 2

FRAME
Contemporary cruiser design, hi-tensile steel, with chain guard and alloy kickstand

FORK
Hi-Tensile steel unicrown with straight blades

WHEELS
Alex Zuma 26 x 1.75" with alloy front & Hi-Stop coaster brake rear hubs, 14g stainless steel spokes

TIRES
Jamis Cruiser with comfort tread, 26 x 2.125", blackwall with silver stripe

DRIVETRAIN
Forged 1-pc steel crank with compact disc 44T chainwheel, 18t rear cog, cruiser comfort pedals with TPE non-slip insert

BRAKESET
Hi-Stop rear coaster brake

COCKPIT
Jamis Cruise Control Comfort bar, long quill alloy stem, micro-adjust alloy seat post, Earth Cruiser comfort saddle
SIMPLY SIMPLE FUN

If you’re looking for back-to-basics fun, these are your bikes—they’re two-wheeled simplicity. Casual rides for casual riders.

Boss Cruiser and Taxi might be designed for fun, but we’re dead serious about making them tough and durable, and equally serious about making them comfortable—which is why they’re offered in six sizes, not just a single one-size-fits-most. A proper bike is like a good pair of jeans—it has to fit, and it’s gotta feel good. And these bikes do both.

Go fancy, with the Boss Cruiser 7’s twist-shifted Shimano 7-speed drivetrain; or go basic with the single-speed, coaster brake-equipped Boss Cruiser CB. Or choose the Taxi, a bike designed for vacation-resort rental fleets to be driven as hard and often as its namesake while redefining low-maintenance fun.

Cruise on a Boss, or hitch a ride on a Taxi, and discover how going back to basics means looking forward to fun.

TAXI

| FRAME | 6061 PG aluminum main tubes and single loop stays with trailing plate type dropout, includes chainguard, alloy kickstand & Ritchey Design rubber headset cover |
| FORK | Oversized, hi-tensile steel unicrown with tubular blades, leading dropout and fender bosses |
| WHEELS | Alex X303 26 x 1.75” with alloy front & Shimano coaster brake rear hubs, 12g stainless steel spokes |
| TIRES | Jamis Cruiser with comfort tread, 2.125”, blackwall, with thorn-proof tubes |
| DRIVETRAIN | Alloy cotterless crank with alloy compact disc 44T chainwheel, Shimano 18T rear gear, KMC Rust-Buster chain, rust-less bushing type Cruiser pedals, sealed cartridge BB with alloy cups and sheath |
| BRAKESET | Shimano rear coaster brake |
| COCKPIT | Jamis Cruise Control Comfort bar, long quill alloy stem, alloy seat pillar with plug & cromoly QR, original Taxi saddle with heavy duty black struts, black double loop springs, and extra-thick vinyl cover |

Gloss Black
Kiwi
Sunset Red
Golden Red
Sizes: S (17”), M (19”), L (21”)
Weight: 31.50 lbs
BOSS CRUISER 7-SPEED

FRAME
6061 T6 aluminum main tubes and single loop stays with trailing plate type dropout, with chainguard and alloy kickstand

FORK
Oversized, hi-tensile steel uncrowned with tubular blades, leading dropout and fender bosses

WHEELS
Alex XZ03 26 x 1.75" with alloy front & rear hubs, 14g stainless steel spokes

TIRES
Jamis Cruiser with comfort tread, 2.125", with white stripe

DRIVETRAIN
Shimano Tourney TX-51 rear, Shimano Revoshift 7-speed twist shifter, alloy cotterless crank with alloy compact disc 44T chainwheel, Shimano 14-28 freewheel, cruiser comfort pedals with TPE non-slip insert

BRAKESET
Tekto forged alloy direct pull brakes with Tekto Tenera alloy levers

COCKPIT
Jamis Cruise Control comfort bar, alloy hi-rise stem, micro-adjust alloy seat post, Boss quilted saddle

BC 7-SPEED STEP-OVER

BOSS CRUISER COASTER

FRAME
6061 T6 aluminum main tubes and single loop stays with trailing plate type dropout, with chainguard and alloy kickstand

FORK
Oversized, hi-tensile steel uncrowned with tubular blades, leading dropout and fender bosses

WHEELS
Alex Zuma 26 x 1.75" with alloy front & rear hubs, 14g stainless steel spokes

TIRES
Jamis Cruiser with comfort tread, 2.125", with white stripe

DRIVETRAIN
Alloy cotterless crank with alloy compact disc 44T chainwheel, lift rear cog, cruiser comfort pedals with TPE non-slip insert

BRAKESET
Hi-Stop rear coaster brake

COCKPIT
Jamis Cruise Control comfort bar, alloy hi-rise stem, micro-adjust alloy seat post, Boss quilted saddle
YOUTH BIKES

With the right start, cycling can be a lifelong pursuit—we know it’s true because that’s how it worked out for every one of us here at Jamis. We know just how important that first bike can be, and that’s why our kids’ bikes are some of the most important bikes we design and build—because if we’ve done this right, that first riding experience will be so fun it’ll carry through for the rest of their lives. And that’s the kind of fun cycling’s supposed to be about.

We do everything possible to make these bikes easy to ride and easy to learn how to ride. We use every trick in the book to quickly turn those first tentative pedal strokes into the kind of pedaling confidence that lets kids experience two-wheeled freedom firsthand. The kind that makes them want to keep coming back for more.

When you’re a 40-pound kid, a few extra pounds is a very big deal. Think about it—five extra pounds would be like an extra 20 pounds on your own bike, and who’d want to pedal that? That’s why most of our Jamis youth bikes use lightweight aluminum frames to keep complete bike weight to a minimum. We also design them to have low stand-over for easy mounts and dismounts that take the awkwardness out of stepping on board.

We use proportionately sized parts wherever possible, because we know how critical proper bike fit is for building confidence and control. We pay special attention to the bike’s contact points, matching small grips with small hands, shorter cranks with shorter legs, and using appropriately sized frames and saddles to help put your kids in command.

And we do everything we can to make these bikes easy to pedal because, just like weight, what may be a little extra work for grown-ups is a lot of extra effort on the part of small, growing bodies. So we use real ball bearings in the pedals, wheels, fork bearings and all other moving parts—they’re more expensive than commonplace plastic bushings used in a lot of kids’ bikes, but real bearings will make a huge difference in the riding experience (and they’ll last longer, too).

There’s more than a good chance this bicycle will be someone’s very first bike. And while your little first-time cyclists won’t know what a good bike feels like, we do think they’ll feel the difference in how easy it is to learn, in how far they’ll go and in all the fun they’ll have.

In the bike business, we’re famously detail oriented. And nowhere more so than our kids’ bikes. We sweat the details you’ll appreciate, like sturdy long-lasting construction, broad parts adjustment ranges to handle growth spurts and hand-me-downs, and safety features like pads and chainguards. But we also labor over the eye-catching details kids love, like design themes and graphics that fuel their imaginations and add to the fun.

We sweat the details because these bikes aren’t built for just any kids. They’re designed and built for yours. And ours.
**X.24**

**FRAME**
6061 aluminum, Enduro frame design

**FORK**
Suspension, 25.4mm stanchions, coil spring, 45mm travel

**WHEELS**
Black anodized alloy rims, QR hubs, nickel plated spokes

**TIRES**
CST A78 knobs, 24 x 1.95"

**DRIVETRAIN**
Shimano TX85 rear & TZ30 front derailleur, RevoShi 14-speed twist shifters, alloy 32/22 crankset with outer rock-ring guard

**COCKPIT**
Riser bar, threadless alloy shorty stem, alloy micro-adjust seatpost, Jamis XC saddle

**BRAKESET**
Alloy direct pull brakes and levers

**X.20**

**FRAME**
6061 aluminum, Enduro frame design

**FORK**
Suspension, 25.4mm stanchions, coil spring, 40mm travel

**WHEELS**
Black anodized alloy rims, 36H hubs, nickel plated spokes

**TIRES**
CST A78 knobs, 20 x 2.0"

**DRIVETRAIN**
Shimano TX35 rear derailleur, Shimano RevoShi 6-speed twist shifter, alloy crankset with single ring & double-side guard

**COCKPIT**
Riser bar, threadless adjustable alloy stem, alloy micro-adjust seatpost, Jamis XC saddle

**BRAKESET**
Alloy direct pull brakes and levers

**LASER 20**

**FRAME**
6061 aluminum, MX-Moto frame design with full wrap chainguard and kickstand

**FORK**
Hi-Tensile carbon steel straight unicrown

**WHEELS**
Black anodized alloy rims, heavy-duty 36H hubs, nickel plated spokes

**TIRES**
CST Dirt Knobbies, 20 x 2.125"

**DRIVETRAIN**
Cold-forged 5 1/8" crank with windmill chainring, 36 x 18t gearing

**COCKPIT**
BMX bars, 150 x 580mm, Jr BMX padded saddle, and safety bell

**BRAKESET**
Rear coaster brake and rear alloy V-brake with alloy lever
CAPRI 24

FRAME
6061 aluminum, comfort frame design with full wrap chainguard, fenders and kickstand

FORK
Hi-Tensile carbon steel unicrown

WHEELS
Black anodized alloy rims, 36H hubs, nickel plated spokes

TIRES
Brooklyn Speedway whitewalls, 24 x 2.125"

DRIVETRAIN
Shimano TX35 rear derailleur, Shimano RevoShift 7-speed twist shifter, alloy crankset with single chaining

COCKPIT
Hi-rise comfort stem, comfort-type riser bar, youth comfort saddle

BRAKESET
Alloy direct pull brakes and levers

CAPRI 20

FRAME
6061 aluminum, comfort frame design with full wrap chainguard, fenders and kickstand

FORK
Hi-Tensile carbon steel unicrown

WHEELS
Black anodized alloy rims, 36H hubs, nickel plated spokes

TIRES
Brooklyn Speedway whitewalls, 20 x 2.125"

DRIVETRAIN
Shimano TX35 rear derailleur, Shimano RevoShift 6-speed twist shifters, alloy crankset with single chaining

COCKPIT
Hi-rise comfort stem, comfort-type riser bar, youth comfort saddle

BRAKESET
Alloy direct pull brakes and levers

STARLITE 20

FRAME
7005 aluminum, comfort frame design with full wrap chainguard, fenders and kickstand

FORK
Hi-Tensile carbon steel unicrown

WHEELS
Black anodized alloy rims, 36H hubs, nickel plated spokes

TIRES
Brooklyn Speedway whitewalls, 20 x 2.125"

DRIVETRAIN
Cold-forged 5 ½” crank with windmill chaining, 36 x 18t gearing

COCKPIT
Alloy stem, low-rise bars with comfort sweep, youth comfort saddle, and safety bell

BRAKESET
Rear coaster brake and rear alloy V-brake with alloy lever
**LASER 16**

**FRAME**
MX-Moto frame design, hi-tensile carbon steel tubes with full wrap chainguard and training wheels

**FORK**
Hi-Tensile carbon steel straight unicrown

**WHEELS**
Powder coated steel rims, 28H hubs, nickel plated spokes

**TIRES**
CST Dirt Knobbies, 16 x 2.125"

**DRIVETRAIN**
Cold-forged 4 1/2" crank with windmill chainring, 36 x 18t gearing

**COCKPIT**
BMX bars, 140 x 560mm, Jr BMX padded saddle, and safety bell

**BRAKESET**
Rear coaster brake

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**HOT ROD 12**

**FRAME**
Low stand-over Y-style frame design with full wrap chainguard, fenders and training wheels

**FORK**
Hi-Tensile carbon steel unicon

**WHEELS**
Powder coated steel rims, ball-bearing 16H hubs, nickel plated spokes

**TIRES**
CST Street, 20 x 2.125", blackwalls

**DRIVETRAIN**
Cold-forged 3 1/2" crank with S-arm chainring, 36 x 18t gearing

**COCKPIT**
Alloy stem, mid-rise bars with comfort sweep, Jr BMX saddle, safety pad and bell

**BRAKESET**
Rear coaster brake
MISS DAISY 16

FRAME
Comfort frame design with full-wrap chainguard, fenders and training wheels

FORK
Hi-Tensile carbon steel unicrown

WHEELS
Electro-plated steel rims, 28H hubs, nickel plated spokes

TIRES
Brooklyn Speedway whitewalls, 20 x 2.125"

DRIVETRAIN
Cold-forged 4 ½" crank with windmill chainring, 36 x 18t gearing

COCKPIT
Alloy stem, low-rise bars with comfort sweep, youth comfort saddle, and safety bell

BRAKESET
Rear coaster brake

LADYBUG 12

FRAME
Low stand-over Y-style frame design with full-wrap chainguard, fenders, and training wheels

FORK
Hi-Tensile carbon steel unicrown

WHEELS
Electro-plated steel rims, ball-bearing ed 16H hubs, nickel plated spokes

TIRES
CST Street, 20 x 2.125", black with whitewalls

DRIVETRAIN
Cold-forged 3 ½" crank with 5-arm chainring, 28 x 16t gearing

COCKPIT
Alloy stem, mid-rise bars with comfort sweep, Lit" girls comfort saddle, safety pad and bell

BRAKESET
Rear coaster brake
2012 JAMIS SPECIFICATIONS

Frame
- Full suspension carbon fiber frame, stays and seat, 2-bolt OS, 120mm travel, 4-bolt MP3
- Full suspension carbon fiber frame, stays and seat, 2-bolt OS, 120mm travel, 4-bolt MP3
- Full suspension carbon fiber frame, stays and seat, 2-bolt OS, 120mm travel, 4-bolt MP3
- Full suspension carbon fiber frame, stays and seat, 2-bolt OS, 120mm travel, 4-bolt MP3
- Full suspension carbon fiber frame, stays and seat, 2-bolt OS, 120mm travel, 4-bolt MP3
- Full suspension carbon fiber frame, stays and seat, 2-bolt OS, 120mm travel, 4-bolt MP3

Headset
- 4-bolt OS, 120mm travel, 4-bolt MP3
- 4-bolt OS, 120mm travel, 4-bolt MP3
- 4-bolt OS, 120mm travel, 4-bolt MP3
- 4-bolt OS, 120mm travel, 4-bolt MP3
- 4-bolt OS, 120mm travel, 4-bolt MP3
- 4-bolt OS, 120mm travel, 4-bolt MP3

Tires
- 2-bolt OS, 120mm travel, 4-bolt MP3
- 2-bolt OS, 120mm travel, 4-bolt MP3
- 2-bolt OS, 120mm travel, 4-bolt MP3
- 2-bolt OS, 120mm travel, 4-bolt MP3
- 2-bolt OS, 120mm travel, 4-bolt MP3
- 2-bolt OS, 120mm travel, 4-bolt MP3
Kinesis, alloy, 150mm travel, integrated seat post, 32mm stanchions, magnesium lower legs, replaceable dérailleur hanger

RST Titan Air: air spring, hydraulic Shockwave with external rebound damping, 32mm stanchions, magnesium lower legs, replaceable dérailleur hanger, 160mm travel

PFA Orbit 1.5 Zero-Stack internal cup, for tapered head tube, 30mm stack

Maxo MXER: specific, 32mm eyeletted, Formula hydraulic seat techology, 50mm thru-axle front and 12x15mm thru-axle rear disc hubs, stainless steel spoked

Cage 20: 23 x 2.00" folding

GRAM X5: 10-speed, 170mm (15"), 160mm rear & 12x15mm thru-axle rear disc hubs, 32mm stanchions, magnesium lower legs, replaceable dérailleur hanger

GRAM PC-951: 10-speed, 11-34

GRAM PC-950: 10-speed, 11-34

GRAM X5 CSF: 42x22/22, 100mm (57-25), 170mm (17-25)

GRAM integrated: N/A

Avil Eldir: 3 hydraulic disc brakes with 36mm front & 160mm rear HS rotors

AVT Blast: 29 TRL, coil spring/hydraulic cartridge with Timlock IS lock-out, magnesium lower, 30mm stanchions, 100mm travel

Reynolds 853: air hardened, heat treated chromoly main frame, non-ferro solid head collars, quenched down tube, double butted cromo stays, Jamis lost wax dropouts

WTO Carbon: 28g, 31.8 x 400mm with alloy clamp and cromo stops

WTO Vitus Sport: Steel rails

WTO Vivot Race: Cromoly rails

WTO AMgear: Anodized Blue

Black Coal: Pearl White

30.75 lbs
30.00 lbs
45.00 lbs
22.50 lbs
25.00 lbs
26.00 lbs
31.00 lbs
26.50 lbs
### 2012 JAMIS SPECIFICATIONS

#### HARDTAILS

<table>
<thead>
<tr>
<th>Frame</th>
<th>Reynolds 525 chromoly main tubes and stays, reinforced head tube collar, drop-out downtube, forged dropouts</th>
<th>Reynolds 853 seamless air-hardened chromoly main tubes, chromoly head tube collar, double-buttressed cromo stays, Jamis lost top drops</th>
<th>Kinesis 7005 triple-buttressed SuperPlastic Formed (SPF) tubing, Pre-spaced 31.8mm diameter seat post bracket shell, 15.5-11.8˚ tapered seat tube, over-sized seat tube, sloping top tube, crown-clearing down tube, over-sized stays, replaceable derailleur hanger</th>
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<tbody>
<tr>
<td></td>
<td>32.00 lbs</td>
<td>32.00 lbs</td>
<td>31.00 lbs</td>
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<tr>
<td>Fork</td>
<td>Manitou Tower Expert, ACT Air spring with TPC Plus Absolute damping technology, external rebound, Compression to ‘toe’ adjust, 32mm stanchions, aluminum steerer, 10mm travel</td>
<td>White Brothers’ Loop TCR 650B with 17mm front axle, 32mm stanchions, tapered alloy steerer, Aria damping, external compression, rebound &amp; threshold adjustment, magnesium lower stays, 10mm travel</td>
<td>Rock Shox Recon Silver TK Solo Air, Motion Control damping with external adjustable rebound &amp; Turn-Key lockout, 100mm travel</td>
</tr>
<tr>
<td></td>
<td>White Brothers' Loop TCR 650B with 17mm front axle, 32mm stanchions, tapered alloy steerer, Aria damping, external compression, rebound &amp; threshold adjustment, magnesium lower stays, 10mm travel</td>
<td>Ritchey 2-Bolt OS tub, over-sized seat tube, gusseted down tube, replaceable derailleur hanger</td>
<td>Rock Shox XC32 TK Solo Air, Motion Control damping with external preload &amp; rebound, Turn-Key lockout, 50mm stanchions, aluminum steerer, 100mm travel</td>
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<tr>
<td>Headset</td>
<td>FSA Orbit MX, alloy caps, ACB bearings</td>
<td>FSA Orbit MX, alloy caps, ACB bearings</td>
<td>FSA ZS-42 Zero-Stack internal cup, 25mm shell stem, 1 1/8”</td>
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<td>FSA Orbit 15 Zero-Stack internal cup, 25mm shell stem, 1 1/8”</td>
<td>FSA ZS-42 Zero-Stack internal cup, 25mm shell stem, 1 1/8”</td>
<td>FSA Zero-stack internal cup, 25mm shell stem, 1 1/8”</td>
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<tr>
<td>Wheels</td>
<td>White Industries 650B XC wheelset, ACB and A2C25 rear hubs</td>
<td>White Industries 650B XC wheelset, ACB and A2C25 rear hubs</td>
<td>Ritchey 2-Bolt OS tub, over-sized seat tube, gusseted down tube, replaceable derailleur hanger</td>
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<td>American Classic 650B XC wheelset, ACB and A2C25 rear hubs</td>
<td>American Classic 650B XC wheelset, ACB and A2C25 rear hubs</td>
<td>Rock Shox XC32 TK Solo Air, Motion Control damping with external adjustable rebound &amp; Turn-Key lockout, 100mm travel</td>
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<td>Tires</td>
<td>Kenda Nevegal, 650B x 2.2”</td>
<td>Kenda Nevegal, 650B x 2.2”</td>
<td>Kenda AKA, 26 x 2.0”</td>
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<td>Kenda Nevegal, 650B x 2.2”</td>
<td>Kenda AKA, 26 x 2.0”</td>
<td>Kenda Baro Mountain, 26 x 2.5”</td>
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<td>650B x 2.2”</td>
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<td>Derailleur</td>
<td>Shimano SLX M760</td>
<td>Shimano SLX M760</td>
<td>Shimano XTR M980</td>
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<td>Shifters</td>
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<td>Chain</td>
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<td>Cassette</td>
<td>Shimano PG-950</td>
<td>Shimano PG-950</td>
<td>Shimano Acera M390</td>
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<td>Shimano PG-950</td>
<td>Shimano PG-950</td>
<td>Shimano Acera M390</td>
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<tr>
<td>Crankset</td>
<td>Shimano M980, 44/33/22, 170mm (110°), 175mm (120°)</td>
<td>Shimano M980, 44/33/22, 170mm (110°), 175mm (120°)</td>
<td>Shimano M980, 44/33/22, 170mm (110°), 175mm (120°)</td>
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<tr>
<td>BB Set</td>
<td>Shimano XTR</td>
<td>Shimano XTR</td>
<td>Shimano XTR</td>
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<tr>
<td>Pedals</td>
<td>FSA, alloy bolts/steel cage</td>
<td>FSA, alloy bolts/steel cage</td>
<td>FSA, alloy bolts/steel cage</td>
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<tr>
<td>Brakeset</td>
<td>Avid Elixir 9 hydraulic disc brakes with 160mm front &amp; 160mm rear IS5 rotors</td>
<td>Avid Elixir 9 hydraulic disc brakes with 160mm front &amp; 160mm rear IS5 rotors</td>
<td>Hayes MX-5 mechanical disc brakes with 160mm rotors &amp; ML 330 levers</td>
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<tr>
<td>Handlebar</td>
<td>Ritchey Comp Flat bar, 31.8 x 10° x 660mm</td>
<td>Ritchey Comp Flat bar, 31.8 x 10° x 660mm</td>
<td>Ritchey Comp Flat bar, 31.8 x 10° x 660mm</td>
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<tr>
<td>Stem</td>
<td>Ritchey 700x5, 6° rise x 95mm (35°), 10mm (27°)</td>
<td>Ritchey 700x5, 6° rise x 95mm (35°), 10mm (27°)</td>
<td>Ritchey 700x5, 6° rise x 95mm (35°), 10mm (27°)</td>
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<tr>
<td>Tape</td>
<td>Jamis Lock-On, dual density</td>
<td>Jamis Lock-On, dual density</td>
<td>Jamis Lock-On, dual density</td>
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<tr>
<td>Seat Post</td>
<td>Ritchey 2-bolt, 27.2 x 350mm, with alloy QR clamp</td>
<td>Ritchey 2-bolt, 27.2 x 350mm, with alloy QR clamp &amp; carbon seatstay</td>
<td>Ritchey 2-bolt, 27.2 x 350mm, with alloy QR clamp &amp; carbon seatstay</td>
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<tr>
<td>Saddle</td>
<td>Jamis XC with pressure relief channel, 31.8mm rails</td>
<td>Jamis XC with pressure relief channel, 31.8mm rails</td>
<td>Jamis XC with pressure relief channel, 31.8mm rails</td>
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<td>Sizes</td>
<td>13°, 15°, 17°, 20°, 23°, 24°, 27°</td>
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<tr>
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<td>Weight</td>
<td>31.0 lbs</td>
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<td>27.0 lbs</td>
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*Note: The table details the various components and specifications for different Jamis models, including frame materials, wheel types, tires, headsets, derailleurs, shifters, chains, cassette, cranks, BB set, pedals, brakes, handlebars, stems, seat posts, saddles, sizes, and weight.*
<table>
<thead>
<tr>
<th>Frame Size</th>
<th>Stem</th>
<th>Wheel Size</th>
<th>Groupset</th>
<th>Hubs</th>
<th>Cassette</th>
<th>Rims</th>
<th>Spokes</th>
<th>Brake Type</th>
<th>Handlebar</th>
<th>Grips</th>
<th>Saddle</th>
<th>Color</th>
<th>Weight</th>
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</thead>
<tbody>
<tr>
<td>48cm-52cm</td>
<td>Avid Elixir 1, Flats, alloy body/fork</td>
<td>26 x 2.10”</td>
<td>Shimano ACERA</td>
<td>Fuji 9190</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>54cm-61cm</td>
<td>Ritchey WCS Carbon Logic 10,11</td>
<td>700 x 23c</td>
<td>Shimano Dura-Ace</td>
<td>Fuji T900</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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**HARDTAILS**

**COMPETITION ROAD**
### 2012 JAMIS SPECIFICATIONS

#### COMPETITION ROAD

<table>
<thead>
<tr>
<th>Frame</th>
<th>XENITH X</th>
<th>XENITH XE</th>
<th>XENITH XT</th>
<th>XENITH X+</th>
<th>COMET</th>
<th>S9/9K</th>
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</thead>
<tbody>
<tr>
<td>Full high modulus carbon fiber, Dyad Ultra lay-up, 3K tri-oval shaped top and down tubes with 3K tubings, 1 1/8-1 1/2&quot; head tube, PressFit 30 BB shell, asymmetrical chainstay, twin seat stays, forged one-piece dropouts, replaceable derailleur hanger</td>
<td>Ritchey Pro, integrated, 1-bolt seat post clamp</td>
<td>Ritchey Road, 3D forged 6051 alloy, 7 x 100mm (M/L), 9 x 100mm (L)</td>
<td>Ritchey Road, 3D forged 6051 alloy, 7 x 100mm (M/L), 9 x 100mm (L)</td>
<td>Ritchey Road, 3D forged 6051 alloy, 7 x 100mm (M/L), 9 x 100mm (L)</td>
<td>Ritchey Road, 3D forged 6051 alloy, 7 x 100mm (M/L), 9 x 100mm (L)</td>
<td>Ritchey Road, 3D forged 6051 alloy, 7 x 100mm (M/L), 9 x 100mm (L)</td>
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<tr>
<td>Saddle</td>
<td>Selle San Marco Ponza Power Arrowhead with Microfiber cover, shion and cover, Kinesis 7005 compound</td>
<td>Profile Design Gelsigna, 3D forging 6061 alloy, 1550g (M/L)</td>
<td>Profile Design Gelsigna, 3D forging 6061 alloy, 1550g (M/L)</td>
<td>Profile Design Gelsigna, 3D forging 6061 alloy, 1550g (M/L)</td>
<td>Profile Design Gelsigna, 3D forging 6061 alloy, 1550g (M/L)</td>
<td>Selle San Marco Ponza Power Arrowhead with Microfiber cover, shion and cover, Kinesis 7005 compound</td>
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<tr>
<td>Handlebar</td>
<td>Ritchey Comp 2-Axis, 3D net forged 6051 alloy, 6 x 50mm (S/M/L), 7 x 50mm (S/M/L)</td>
<td>Ritchey Road, 3D forged 6051 alloy, 6 x 100mm (M/L)</td>
<td>Ritchey Road, 3D forged 6051 alloy, 6 x 100mm (M/L)</td>
<td>Ritchey Road, 3D forged 6051 alloy, 6 x 100mm (M/L)</td>
<td>Ritchey Road, 3D forged 6051 alloy, 6 x 100mm (M/L)</td>
<td>Ritchey Road, 3D forged 6051 alloy, 6 x 100mm (M/L)</td>
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<tr>
<td>Tape</td>
<td>Jamis gel sleeve tape with Jamis logo</td>
<td>Jamis gel sleeve tape with Jamis logo</td>
<td>Jamis gel sleeve tape with Jamis logo</td>
<td>Jamis gel sleeve tape with Jamis logo</td>
<td>Jamis gel sleeve tape with Jamis logo</td>
<td>Jamis gel sleeve tape with Jamis logo</td>
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<tr>
<td>Seat Post</td>
<td>Jamis carbon fiber micro adjust, 31.6 x 300mm with Jamis, 7075-AL CNC aluminum 1-bolt seat post clamp</td>
<td>Jamis carbon fiber micro adjust, 31.6 x 300mm with Jamis, 7075-AL CNC aluminum 1-bolt seat post clamp</td>
<td>Jamis carbon fiber micro adjust, 31.6 x 300mm with Jamis, 7075-AL CNC aluminum 1-bolt seat post clamp</td>
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<tr>
<td>Saddle</td>
<td>Selle San Marco Ponza Power Arrowhead with Microfiber cover, shion and cover, Kinesis 7005 compound</td>
<td>Profile Design Gelsigna, 3D forging 6061 alloy, 1550g (M/L)</td>
<td>Profile Design Gelsigna, 3D forging 6061 alloy, 1550g (M/L)</td>
<td>Profile Design Gelsigna, 3D forging 6061 alloy, 1550g (M/L)</td>
<td>Profile Design Gelsigna, 3D forging 6061 alloy, 1550g (M/L)</td>
<td>Selle San Marco Ponza Power Arrowhead with Microfiber cover, shion and cover, Kinesis 7005 compound</td>
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#### FORK

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### WHEELS

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<th>Wheelset</th>
<th>Natural Carbon/Ano Grey Pearl White</th>
<th>Natural Carbon/Ano Grey Pearl White</th>
<th>Natural Carbon/Ano Grey Pearl White</th>
<th>Natural Carbon/Ano Grey Pearl White</th>
<th>Natural Carbon/Ano Grey Pearl White</th>
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<tr>
<td>Ritchey Pro</td>
<td>Integrated, 1-bolt seat post clamp</td>
<td>Ritchey Road, 3D forged 6051 alloy, 6 x 100mm (M/L)</td>
<td>Ritchey Road, 3D forged 6051 alloy, 6 x 100mm (M/L)</td>
<td>Ritchey Road, 3D forged 6051 alloy, 6 x 100mm (M/L)</td>
<td>Ritchey Road, 3D forged 6051 alloy, 6 x 100mm (M/L)</td>
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### TIRES

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<th>Tread Pattern</th>
<th>Technology</th>
<th>Features</th>
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<tr>
<td>Vittoria Zaffiro Pro Slick</td>
<td>700 x 23c, folding</td>
<td>Natural Carbon/Ano Grey Pearl White</td>
<td>25-28</td>
<td>31-32</td>
<td>6061 aluminum, 31.8 x 170mm (M/L) x 170mm (M/L)</td>
<td>0-10mm</td>
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### PEDALS

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<td>20-Speed</td>
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<td>20-Speed</td>
<td>20-Speed</td>
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James Cross, full carbon composite with monocoque construction, 1.1/8"-1.5" tapered steerer, integrated CNC cable stop

Ritchey Pro, integrated, sealed bearing, 1.1/8"-1.5" tapered head tube

Ritchey Pro Zeta wheelset with CNC sidewalls, 24/28H, aerodynamic profile, stainless steel dropouts with CNC-machined C140 hubs and stainless steel spokes

Ritchey Pro Zeta wheelset with CNC sidewalls, 24/28H, aerodynamic profile, stainless steel dropouts with CNC-machined C140 hubs and stainless steel spokes

Vittoria XG Pro, 700 x 23c, folding

SRAM Red 22 or Red 22 with 10-32T, 110mm (58/61)

SRAM Apex wheels with Syntex nylon brake pads, 10mm (54/56)

SRAM Apex wheels with Syntex nylon brake pads, 10mm (54/56)

SRAM Apex wheels with Syntex nylon brake pads, 10mm (54/56)

SRAM Apex/Limited, 1.5" hollow formed crown, alloy dropouts with one eyelet

SRAM Apex/Limited, 1.5" hollow formed crown, alloy dropouts with one eyelet

SRAM Apex wheels with Syntex nylon brake pads, 10mm (54/56)

SRAM Apex wheels with Syntex nylon brake pads, 10mm (54/56)

SRAM Apex wheels with Syntex nylon brake pads, 10mm (54/56)

SRAM Apex wheels with Syntex nylon brake pads, 10mm (54/56)

SRAM Apex wheels with Syntex nylon brake pads, 10mm (54/56)

SRAM Apex wheels with Syntex nylon brake pads, 10mm (54/56)

SRAM Apex wheels with Syntex nylon brake pads, 10mm (54/56)
Frame
Kinesis X005 double-butted main frame sloping radius top tube design, 34.9 seat tube, replaceable derailleur hanger
Kinesis 6061 sloping radius top tube design, S7 tubing diameters, 34.9 seat tube, replaceable derailleur hanger
Reynolds 853 heat-treated chromoly main tubes, SST tubing diameters, sloping top tube design, double-tapered heat-treated stays, reinforced head tube collar, ‘Ritchey’ lock socket dropouts
Reynolds 631 heat-treated chromoly main tubes, SST tubing diameters, sloping top tube design, double-tapered heat-treated stays, reinforced head tube collar, lost wax dropouts with single eyelet
Reynolds 520 double-butted chromoly main tubes featuring SST tubing diameters, sloping top tube design, double-tapered chromoly stays, forged dropouts with single eyelets
Reynolds 520 double-butted chromoly main tubes featuring SST tubing diameters, sloping top tube design, double-tapered chromoly stays, forged dropouts with single eyelets

Forset
Full carbon composite straight blade road fork, forged alloy dropouts
Arm straight blade, aluminum blades & crown with cromoly stem
Arm straight blade, aluminum blades & crown with cromoly stem
Jamis full carbon fiber with forged alloy dropouts
Jamis full carbon composite with forged alloy dropouts
Jamis full carbon composite with forged alloy dropouts

Headset
FSA Integrated, threadless, 1 1/8”
FSA Integrated, threadless, 1 1/8”
Ritchey Pro Logic, Aheadset, 1 1/8”
Ritchey LB Aheadset, 1 1/8”
Ritchey LB Aheadset, 1 1/8”
Ritchey LB Aheadset, 1 1/8”

Wheels
Maxi CXP-22 rims with CNC sidewalls, 28/32h, Formula alloy hubs with QR and Mg stainless steel spokes
Alex IS-19 double wall alloy rims with CSW sidewall, 28/32h, Formula alloy hubs with QR and Mg stainless steel spokes
Ritchey WCS Zeta wheelset, 20/24h, 24mm inner profile, cold forged CNC hubs with cartridge bearings and DT Champion spokes
Ritchey Comp Zeta wheelset, 20/24h, 24mm inner profile, cold forged CNC hubs with cartridge bearings and DT Champion spokes
Maxi CXP-22 rims with CNC sidewalls, 28/32h, Formula alloy hubs with QR and Mg stainless steel spokes
Maxi CXP-22 rims with CNC sidewalls, 28/32h, Formula alloy hubs with QR and Mg stainless steel spokes

Tires
Vittoria Zaffiro, 700 x 23c
Vittoria Zaffiro, 700 x 23c
Vittoria Rubino Pro Slick, 700 x 25c, folding
Vittoria Zaffiro Pro, 700 x 25c, folding
Vittoria Zaffiro, 700 x 25c
Vittoria Zaffiro, 700 x 25c

Derailleur
Shimano Tiagra
Shimano Sora
Shimano 105
Shimano Tiagra
Shimano Tiagra
Shimano Tiagra
Shimano Tiagra
Shimano Tiagra

Shifters
Shimano ST-4000 Dual Control STI, 10-Speed
Shimano ST-9000 Dual Control STI, 10-Speed
Shimano ST-4000 Dual Control STI, 20-Speed
Shimano ST-9000 Dual Control STI, 20-Speed

Chain
KMC Z99
KMC Z8
KMC X10
KMC X10

Cassette
SRAM PC-950 9-Speed 11-28T
SRAM PC-980 9-Speed 11-28T

Crankset
FSA Vero compact double, 50/34T, 175mm (54/60), 170mm (48/54), 110mm (60/66)
FSA Vero compact double, 50/34T, 175mm (54/60), 170mm (48/54), 110mm (60/66)
FSA Vero triple compact double, 50/34T, 175mm (54/60), 170mm (48/54), 110mm (60/66)
FSA Vero triple compact double, 50/34T, 175mm (54/60), 170mm (48/54), 110mm (60/66)

BB Set
FSA sealed cartridge, 68 x 110mm
FSA sealed cartridge, 68 x 110mm

Pedals
Touring platform style, full alloy with toe clips
Touring platform style, full alloy with toe clips
Touring platform style, full alloy with toe clips
Touring platform style, full alloy with toe clips

Brakes
Tektro R532 alloy dual pivot calipers (with adjustable pads and Shimano ST-3050 STI brake levers)
Tektro R537 alloy dual pivot calipers (with adjustable pads and Shimano ST-3050 STI brake levers)
Shimano Ultegra BR-6700 Super SLR long reach dual pivot calipers with adjustable pads and Shimano ST-6750 STI brake levers
Shimano Ultegra BR-6600 Super SLR long reach dual pivot calipers with adjustable pads and Shimano ST-6750 STI brake levers

Handlebar
Jamis Ergo, 6061 aluminum, 31.8 x 380mm (44/48), 400mm (54/56), 420mm (58/60)
Jamis Ergo, 6061 aluminum, 31.8 x 380mm (44/48), 400mm (54/56), 420mm (58/60)
Ritchey C260 Curved, 6061 aluminum, 31.8 x 400mm (48/54), 420mm (56/60)
Ritchey Comp BioMax, 6061 double-butted aluminum, 31.8 x 400mm (48/54), 420mm (56/60)
Ritchey BioMax, 6061 aluminum, 31.8 x 380mm (44/48), 400mm (54/56), 420mm (56/60)
Ritchey BioMax, 6061 aluminum, 31.8 x 380mm (44/48), 400mm (54/56), 420mm (56/60)

Stem
Jamis Road, 3D forged 6061 alloy, 60-90mm 360mm (44/48), 100mm (54/56), 120mm (58/60)
Jamis Road, 3D forged 6061 alloy, 60-90mm 360mm (44/48), 100mm (54/56), 120mm (58/60)
NVO Components F-2 adjustable threaded system (ATS) 80 to 115mm, 70° x 56mm 94g, 50mm (54/56), 105mm (54/56), 50mm (54/56), 105mm (54/56) 70° x 56mm 94g 50mm (54/56), 105mm (54/56), 50mm (54/56), 105mm (54/56) 70° x 56mm 94g 50mm (54/56), 105mm (54/56), 50mm (54/56), 105mm (54/56)
NVO Components TM-3 3 adjustable threaded system (ATS) forged aluminum stem, 10° x 105mm (54/56), 105mm (54/56), 50mm (54/56), 105mm (54/56) 70° x 56mm 94g 50mm (54/56), 105mm (54/56), 50mm (54/56), 105mm (54/56) 70° x 56mm 94g 50mm (54/56), 105mm (54/56), 50mm (54/56), 105mm (54/56)

Tape
Jamis suede tape with Jamis logo
Jamis suede tape with Jamis logo
Jamis gel suede tape with Jamis logo
Jamis suede tape with Jamis logo
Jamis suede tape with Jamis logo
Jamis gel suede tape with Jamis logo
Jamis suede tape with Jamis logo
Jamis gel suede tape with Jamis logo

Seat Post
Ritchey, 31.6 x 300mm with alloy seat post collar
Ritchey, 31.6 x 300mm with alloy seat post collar
Ritchey, 27.2 x 300mm with cromo swepn
Ritchey, 27.2 x 300mm with cromo swepn
Ritchey, 27.2 x 300mm with cromo swepn
Ritchey, 31.6 x 300mm with alloy seat post collar
Ritchey, 27.2 x 300mm with cromo swepn
Ritchey, 27.2 x 300mm with croma seat post

Saddle
Jamis Road Sport with SL top and satin steel rails
Jamis Road Sport with SL top and satin steel rails
Seb San Marco SPRINT Adhesive (Femminis Attorney) with Spongy cover and carbon fiber
Jamis Road Sport with SL top and satin steel rails
Seb San Marco CONTOUR FLEX with Microfiber cover and holzoo chromoly rails
Jamis Road Sport with SL top and satin steel rails
Jamis Road Sport with SL top and satin steel rails

Tope
N/A
N/A
N/A
N/A
N/A
N/A
N/A

Colors
Pearl White
Pearl White
Pearl Blue or Montrose Red
Candy Red
Midnight Blue
Montrose Red
Cross Black
Cost-Care or Sangria

Weight
21.26 lbs / 9.59 kg
22.75 lbs
22.50 lbs
17.00 lbs
19.00 lbs (Triple 19.25 lbs)
18.75 lbs (Triple 19.0 lbs)
23.00 lbs
22.75 lbs
25.25 lbs

112
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<th>SIZE</th>
<th>CENTER OF BB (IN/CM)</th>
<th>EFFECTIVE TT LENGTH</th>
<th>HT ANGLE</th>
<th>ST ANGLE</th>
<th>CHAINSTAY</th>
<th>WHEELBASE</th>
<th>FORK RAKE</th>
<th>BB HEIGHT</th>
<th>HEADTUBE</th>
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<tr>
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2012 JAMIS GEOMETRY
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**Note:** All measurements are in inches.
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**Note:** The table above lists various bicycle models along with their corresponding sizes, center of the braking surface to top of the top tube, effective top tube length, fork angle, seat angle, chainstay length, wheelbase, fork rake, bottom bracket height, head tube length, and standover height. Each model has specific dimensions that cater to different riding styles and preferences.
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